CHAPTER 19

CONTRACTORS

Introduction

The Navy Board obtained its supplies for the Yards by inviting tenders and then contracting with firms to provide given quantities of stores at agreed prices. Warrants were issued to individual contractors nominating them as suppliers of the Navy Board.

This system of obtaining supplies by advertising for tenders in the Press and awarding the contracts to the lowest bidder who had to provide guarantees by bonds and sureties continued until1869 when a separate Contract and Purchase Department was established for naval, victualling and medical stores. In 1912 the work of this Department was extended to deal with shipbuilding contracts.

Contracts pre-1870

Before the end of the 17th century, the Navy Board had a number of standing contracts for a great variety of services: braziers' work, painting, block making, plumbing, etc. Often these contracts required the contractor to have a workshop near or in the Yard. The terms of the contract were usually to supply a particular Dockyard with the items required
'... for one year certain' with six months' notice on either side.

The Yard could indent on the contractor for supplies without delay and the latter was expected to maintain a reasonable stock. Sir Ambrose Crowley, a contractor for ironwork at the end of the 17th century, complained that at the termination of a standing contract he was left with anchors too large except for use in the Navy.

The Resident Commissioner could make limited local purchases [1] of stores. In general a copy of the contract between the Navy Board and the Contractor would be sent by the Clerk of the Acts to the Yard for guidance and receipt of stores. For small items the Navy Board would accept a dealer's bid without drawing up a contract and a warrant would be sent to the Yard authorising the acceptance of delivery if they were fit for the service.

A contractor might be paid in cash against certificate of delivery and satisfactory inspection in the Yard. Normally the contractor would be paid 'in course.' [2] By the Duke of York's Instructions of 8 December 1665, within four days of acceptance of a consignment of stores at a Dockyard, the local officers were to make out bills which when sent to the Navy Office were to be brought before the Board for signature at the first or second signing day thereafter. The Bills were then entered on the Comptroller's register and numbered. The contractor then took his turn for payment.

Ready money payments were applied only to small local purchases. When a contractor had to pay out money for materials before he could start work, such as an anchor smith for iron, it was usual to make an advance payment by way of a Bill of Imprest. Bills of Imprest might be paid 'out of course' and were given sparingly.

1 The term 'local purchase' was still in use in recent times and denoted an order for purchase by Local Officers. In 1956 competitive tenders from competent firms had to be obtained when the expected value of the purchase exceeded £10. The upper limit of the Dockyard for machinery and electrical equipment was then £250 per purchase. Payment was made by the Cashier of the Yard.
2 See Administration of Navy in chapter 23.

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In some cases one man contracted to supply more than one Yard. An Admiralty Order dated 19 January 1671/2 stated:

> *For supplying broom and reed to Chatham, Woolwich and Deptford, Humphrey Swan asks for £389 19s owing for the years 1665,1666 and 1667. The Principal Officers of the Navy are to pay this as soon as they can.*

In 1688 there were four anchorsmiths to supply the five Yards but only two ironmongers; Robert Foley was the Ironmonger for all eastern Yards. Sheerness and Chatham had the same glazier and painter. Chatham and Woolwich had one brazier, and one sailmaker handled the whole of the work for the Navy.

Often the nature of the work was such that it had to be carried out in the Yard itself. The sailmaker, the 'colours' man and the compass maker worked in London. The Smiths' shop and forge, the Blockmakers' Loft, the shops of the Painter, the Pump Maker, Cooper and Glazier were part of the Yard which they served.

In the last decade of the 17th century there were standing contracts for Chatham for: Anchorsmith, Ironmonger, Glazier and Platerer (Lantern Maker), Brazier, Plumber, Sailmaker, Cooper, Painter, Tanner, Lead and Solder.

From the earliest days of the Yard specialist tradesmen were employed for making items not normally made by the shipwrights and labourers. Whilst working in the Yard these tradesmen were usually paid day wages and lodging allowance, which would be entered on the Yard Books and paid quarterly. According to the Chatham Extraordinary Accounts, Christmas Quarter 1622, there were four pump makers in the Yard; one employed at 2s a day for 11 days with $4^1/_2$d lodging allowance; two at 20d a day for 45 days and 1s $6^1/_2$d lodging allowance; and one at 17d a day for 7 days with 7d lodging allowance. There were also two plumbers, one paid at 2s a day and the other at 1s a day.

In the Declared Accounts of 1621 appeared the item:

> *Gervais and Richard Munds for making with HM materials sundry sorts of pumps, etc £128 15s $9^1/_2$d*

In 1629 there is a record of payment to these men of £23 2s $6^1/_2$d for making blocks, etc, and ten years after, Richard Munds and John Boake were paid £66 10s 6d for:

> *... making blocks, shivers ... and other turner works, labour only.*

An account of the pumps, including the chain pump, for pumping out the docks and for use in the ships, is given in chapter 1, Development of the Yard.

Mention is also made in that chapter of the pulling down of the Locksmith's shop in the Old Dock and the setting of it in the Payhouse Field. A Navy Board letter to the Commissioner at Chatham dated 10 March 1709/10 directed that a locksmith at 2s 6d and a servant at ls 4d a day were to be entered and borne at Chatham for cleaning the arms, looking after the clock, mending locks and hinges, making and repairing keys, etc, the materials for which were to provided by the Yard.

In the Dockyard List of 1711 [1] there were plumbers, braziers, sailmakers, blockmakers, coopers and locksmiths in the Yard.

Pepys as Secretary to the office of the High Admiral and ever watchful of expenditure, noticed in 1675 the advantage of having work done in the Yards '... *by strangers upon particular bargains made 'over the system by which 'particular tradesmen' were appointed by warrant to serve the King in their respective trade 'in exclusion to others.*' Enquiries at

1 See Dockyardmen in chapter 3

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Deptford Yard showed that work done by private contractors was cheaper than that done by the Painter under warrant. The Navy Board compromised by:

> *... the keeping their liberty of choice of tradesmen enlarged for the time to come without the restraint they have hitherto lain in that particular.*

A fault of the Board was their tendency to extend contracts without enquiring about obtaining supplies or services from alternative and cheaper sources .[1]

On 26 September 1699, the Navy Board wrote to Chatham Yard that Daniel Creswell, Brazier for HM Yard at Chatham, had made application that the day work performed at Chatham by him and his servants might be borne and paid by the Quarter Books of the Yard. The Commissioner was to pay 2s 6d for the master and 1s 6d for the servant per day and not to insert the wages in Creswell's bill as formerly.

By 6 August 1700 the Officers of the Yard were being asked:

> *What reward is fitting to be made to Thomas Boys for his good service in discovering the ill practices of Daniel Creswell, the late Brazier to this Yard?*

Another instance of trouble with the contractors is cited: On 3 July 1706, Commissioner Littleton informed the officers of Chatham Yard that Edward Brook had laid information against Robert Lawrence, Plumber of the Yard, of having embezzled government stores. It was not proved but Lawrence and his servant were to be discharged, and Thomas Pack who gave good security for satisfactory performance of plumbers' work at Chatham and Sheerness was to be entered with another of his choice. The rate of usual working hours was 2s 4d a day for each plumber, and they were to be employed when there was occasion:

> *... and when they go to work at Sheerness Yard to allow them for ye days wherein they go down and come up again ye aforesaid day's wages, setting off their earnings on ye Quarterly Book as usual.*

The method of tendering for Dockyard work is shown by the Navy Board Letter dated 20 October 1703 addressed to Commissioner St Lo:

> *Enclosed you will receive a Publication appointing a day for Treating for Brazier Work for Chatham and Sheerness, having received a Tender for performing the same at Lower Rates than the present Contractor, which we desire you to cause to be put up at your Gate.*

The contract Brazier in 1707 was Mr Pawlin; he supplied stopcocks, copper sheets, etc.[2]

1 The Commission appointed by the Act 42 George II c 16, to enquire into Irregularities, etc in the Navy soon discovered examples of this neglect. They found that the contract for cooperage at Woolwich Yard had been held for over 40 years by the same family. Owing to the slackness of staff at Woolwich the Cooper came into the Yard when he thought fit, put in slips showing work he claimed to have done, which, automatically signed by the Clerk in the Storekeeper's Office, were attached to the claims and paid without question. In this way sums of £2,650 and £1,020 were paid for work assessed as worth only £237 and £77 respectively. The Principals of the firm were tried before the Lord Chief Justice in 1803 for inciting their employees to commit these offences. They were each fined £500, sentenced to six months' imprisonment, and for the first month had to stand in a pillory outside Somerset House, the Navy Board's Office, for one hour each day.

2 See Civil Engineering, chapter 8

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The Dockyard Officers were expected by the Commissioner to value the work done or the stores delivered to the Yard. Thus on 6 April 1700 they were ordered:

> *to survey two lanthorns served in by Charles Steane (Stein), Contract Platerer, one being for the* ***Squirrel*** *Yacht and the other for the Gateway of the Yard.*
> (The Porter was to be issued with and charged with one lanthom.)

Mr Steane supplied stone glass lanthoms for **Dreadnought** in 1707. Previously the Navy Board had complained in 1702 that:

> *... the late introduction of stone ground glass instead of Muscovy glass* [1] *is more expensive than expected, some have gone as far as to glaze cabin ports which we could not have believed if some of us had not seen it.*[2]

Ironwork

Ironwork at Chatham Yard was carried out exclusively by contractors until a Master Smith was appointed in 1723. In the section on Development of the Yard, reference has been made to this work carried out by contractors such as Loader and Ruffhead. Although most of the iron work, particularly anchors, bad been earlier wrought in the Yard by private smiths working through contractors, supplies were coming in from outside sources by the last decade of the 17th century. Ambrose Crowley made his nails and other ironware first in London, then in Sunderland and after 1691 at Winlaton, near Newcastle, and supplied the Navy from warehouses on the Thames. By 1699 the firms of Loader and Crowley supplied 90% of the iron work of the Navy.

Richard Burton was a contractor for iron work and the type of work performed is shown in an extract from his bill dated 20 May 1707:

> *A Bill for Iron work done by Mr Richard Burton which is not in his contract.*
> *Six screw new heads for ye barrell of ye engine at 9d each.*
> *A new iron hoop for an engine tubb containing $10^{1}/_{2}$ feet long, 12 lb weight, at 6d a lb.*
> *24 screws for sashes for ye Payhouse, 6d each*
> *A Spring for ye bell there, Is .*
> *For drilling a new hole in ye crown of a watch bell at 10s etc.*

His bill dated 31 March 1708 included:

> *Barrs for Window Shutters etc at Mr Pitt's l.Ddging,*[3] *9s*
> *Six bright and smooth filed curtain rodds 21 feet at 6d a foot with scutching at each end, 10s 6d, at Commissioner's lodgings*
> *A new stile for ye new dyall of ye new offices, 6s*
> *Five iron bars for window shutters with bolts and forelocks, 15s 9d*
> *10 sash screws at 6d each for Sir William Juniper's office,*[4] *etc*

The Yard Officers were asked to value these works.

1 Muscovy glass is mica.
2 Politics played a part in the appointment of contractors. See Administration of the Navy in chapter 23
3 Master Attendant's office
4 C-in-C Nore

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Requests for stores required in the Yard would be addressed to the Navy Board who would procure them from contractors or another Yard if possible.

By the Principal Officers and
Commissioners of his Majesty's Navy

Having directed the Officers of Deptford Yard to cause an anchor of 85 to 88 cwts to be made for the Victory, the Officers of Woolwich to make one for her of the like weight, and the officers of Portsmouth Yard to send an anchor of 87 cwt to your Yard. These are to direct and require you to cause two anchors of 85 to 88 cwt to be made by the smith of your yard for the same ship, which will compleat the five large anchors wanted by your account of the 6th inst for her. for which this shall be your warrant at the Navy Office 1st March 1764.

G Cockburn. Thos Slade. R Osborne. E Mason.

To the respective officer of his Majesty's Yard at Chatham.

The procedure when stores were received is shown by a Navy Board letter to the Commissioner dated 11 January 1709/10.

These are to direct and require you to receive into HM Stores under your charge from the persons mentioned in the margin, the particulars expressed against their name, in answer to your demand of the 10th inst for replenishing the same, and carrying on the works of the current service at Chatham, making out Bills for the same as usual.

Sir Ambrose Crowley	*Locks, spring latches, hinges, nails, etc*
Mr Steane Globe	*Lanthornes for 3rd rates*
Mr Whiteing	*Loose hair, spunn hair*
Mr Sherwill	*Thrums (coarse woollen or hempen yarn used for mops and mats)*
Wm Smith & Partner	*Handspikes, Maulhelves*

Rozin & Oyle are ordered from Deptford.

In a letter dated 15 February 1709/10 there is an interesting item:

Mrs Gregory *Soap, two firkins for launching the new 60-gun ship* [1] *at 20s 6d each.*

Most of the stores coming in or going out of the Yard would be carried by water. This is illustrated by the following correspondence of February 1757.

To Navy Board from Chatham Dockyard

Honblie Sirs,

I humbly acquaint you that yesterday I sent one of my clerks with the 394 beds ordered by your warrant of the 3rd instant, on board the John & Samuel Transport at the Nore, Mr W Dobson, Master, and inclos'd the Master Receipts waits on you for the same.

I am Honble Sirs,

Ant. Weltden (Storekeeper)

Chatham Yard, 8th February 1757.

1 Probably the Lion launched in 1709

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Rec'd. the 7th February 1757 out of His Majesty's stores at Chatham from Mr Anthony Weltden, Storekeeper, 302 single beds to be delivered to the Master of the ***Essen*** *Transport at Portsmouth, pursuant to the Honble Navy Board's directions of the 3rd inst.*

*Received on board the j****ohn and Samuel***

Wm Dobson

A similar letter of receipt was given for the other 92 beds to be delivered to the Master of the **Heron** Transport at Portsmouth.

Bricks

For building the new brick Anchor Wharf, the following items were delivered in 1716 to the Dockyard Stores:

1,629,000 bricks	supplied by Daniel Bradley
543 loads of lime	supplied by Roger Picher
724 Tunns of sand	supplied by John Pollard

To speed the delivery of bricks, sailing lighters from the Yard were sent to Otterham Key to fetch the bricks from the contractors; a reduction of 2s per 1,000 was made from the contractor's bills to cover these freight costs.

Sails

In times of war, sails would be supplied by outside contractors. Thus in 1796 William Hom, a local sailmaker, contracted to supply sails to Chatham Yard.

For all Courses and Topsails, Lower stay sails and all other sails made with Twine wax'd by hand at the rate of 4d per yard and 3d per yard for all other small sails made with Dipp'd Twine with the whole discount added thereto which Bills are to be paid in course according to the Rules of the Navy and to carry interest at £4 per cent. per annum from the time of their being brought to the Navy Office and then Enter'd and numbered untill paid off ...

In 1807 he again contracted to supply sails at the rate of 33/4d per yard for all Courses, Topsails, Lower Staysails and Trysails and at the rate of2li4d for all other sails. He had to find all materials, save for canvas and bolt rope. The canvas for the sails was to be cut in the Yard. The stitching was to be 108 to 116 stitches per yard of seaming. Bills for the amount claimed were to be made out to Hom on lodging at the Navy Office the certificate of delivery receipt at Chatham Yard. The Bills were to be payable in ninety days from their date with interest thereon at 3d per cent per day. The contractor entered into a bond of £1,000 with the Navy Board.

In 1810 Contract riggers had to be employed owing to the rush of work. It was reported:

. . . those employed on board HMS ***Melpomene*** *have struck work in consequence of the contractors not paying their wages.*

Timber

Mention has been made in the sections on the Purveyor and the Master Shipwrights of the supply of timber to the Yard by contractors. After the Restoration most of the hardwood timber supplied to the Yard passed through the hands of timber merchants. Between

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February 1664 and December 1667, Chatham was supplied with 6,454loads [1] most of which came from Kentish forests. The most important merchant was John Mason of Maidstone who supplied 2,176 loads of this total. Others were Robert Moorcock, a Chatham shipwright, and John Moorcock.[2] Masts and spars were obtained principally from overseas, the Baltic, Norway and New England. One of the largest operators in the UK at this period was Sir William Warren.

The money owed for timber on 24 August 1677 included £758 to Mr Melchior Reinolds of Chatham, £66 to Mr Gough of Strood and £192 to Mr Hays, timber merchant of Strood.

A contract for the supply of straight and compass oak timber was drawn up on 30 September 1709 between Commissioner St Lo and John Baker of Wrotham, House Carpenter. The bills made for such of the said timber as be delivered were to be paid in course, with an allowance of 6% interest after six months without payment.

If stores were delivered or repairs effected without being covered in the contract the officers of the Yard provided the valuation of the services rendered. Thus in 1711, Charles Amherst served into the Stores at Chatham a quantity of small knees and crooks which were not comprised in the contract. As they were '... fitt and wanting' for the service the officers of the Yard surveyed and valued them. This figure was included in his next Bill.

At the beginning of the 19th century, the timber trade was largely in the hands of two merchants, Boucher, Hodges & Watkins of Chepstow, and Larking of Clare House, East Malling, Kent. Larking became deranged on the failure of the Maidstone Bank and John Morrice, a clerk of Larking's, took over and was accepted by the Navy Board. Morrice gradually got the whole of the trade in his hands and from 1818 onwards for 30 years had almost complete monopoly of the supply of English oak for the Navy. The advent of iron ships killed this monopoly.

Master Painters and Carvers

The first appointment of a full time Master Painter at Chatham Yard was in 1802. Prior to this the work was done by contractors who styled themselves HM Painters or Master Painters and were appointed by warrant from the Lord High Admiral or the Lords Commissioners of the Admiralty.

From 1582 to 1623 Thomas Rocke was the Contract Painter at Chatham. The first two entries in the Declared Accounts referring to him are:

*1582. Thos Rocke, Painter for materials 6s 7d, rail lead, allom size, papgrene, red ochre,etc, and for painting the Galley **Elinor**, £17 6s 6d*

*1586. Thos Rocke for painting the **Sun**, with her masts, yards, ores, etc £9 13s 2d*

The Galley **Eleanor** was one of the first ships associated with Chatham, and the **Sun** was the first ship constructed there.

In the church of St Nicholas with St Clement, Rochester, there is a tablet on the north wall of the sanctuary to the memory of Thomas Rocke, four times Mayor of Rochester, who died 16 September 1625, aged 72.

The carving work at Chatham from 1593 to 1613 was done mainly by Sebastian Vicars.

1 A load of timber was 50 cu ft, approx a ton in weight and roughly an oak tree.
2 See constructive department, chapter 5

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In the Accounts for 1600 appears:

> *Sebastian Vycars for new carving the beakheads of **Antelope** and **Charles**, £25.*

Vicars died in 1613 and was succeeded as Carver to the Navy by Garret (Gerard) Christmas. Rocke and Christmas worked on the gate of the new Dockyard and in the Accounts of 1622 appears:

> *Thos Rocke, Painter £235 17s 1Od: for painting turret and gilding in fine gold a vane cut with the King's arms and a spindle for the same turret, and gilding the King's arms in stone over the gate, £10*
>
> *Garret Christmas, Carver, £15 19s 11d; including carving on Lanterne in **Merhonor,** and carving in stone the King's arms over the great gate of the New Dock, £12 19s 6d*

The sons of Christmas, John and Mathias, carried on their father's work. In the Account of the Extraordinary, Christmas Quarter 1622, appears:

> *Carvers. John Christmas, Master, 8 days at 2s a day and 4½d lodging allowance; Mathias Christmas, 60 days at 22d a day and 2s 1d lodging allowance*

John and Mathias Christmas worked both in marble and wood. Their most magnificent monument is that of Archbishop Abbot at Guildford which was designed by Garret and completed by his sons in 1635. They were employed in designing and carving the fantastic baroque poops and sterns of the ships of the early 17th century Navy, e g **Sovereign of the Seas** (1637) and in work in the palaces of Greenwich and Whitehall.

Peter Pett in 1654 recommended the appointment of Thomas Aetcher as Master Carver at Chatham, vice Mathias Christmas deceased. In St Mary's Church, Chatham, there are memorials to Mathias Christmas, and to Thomas and John Aetcher:

> *Here lyeth interred the remains of Thomas Fletcher, Gent and Elizabeth his wife, daughter of Mathias Christmas, Gent.*
>
> *He 10th of June 1685 (64*
> *She died 29th of July 1710 aged (75*
>
> *and also four of their sons viz:*
> *(John 14th April 1694 (31*
> *(Sam died 6th August 1701 aged (25*
> *(Math[1] 27th December 1715 (59*
> *(Peter 24th April 1714 (43*
>
> *and one daughter Mary relict of Thomas Crump Gent. who died 7th January 1722/3, aged 50. Also Mathias Christmas Gent died August 1654.*

Thomas was followed by his son, John Aetcher, whose warrant as Master Carver at Chatham was renewed on 20 June 1869.

Pepys' proposal mentioned earlier in this chapter to extend the competition for work done by private contractors was applied to carving and it was ordered in April 1701 that carved work on the **Cornwall** was to be divided equally between new carvers and Fletcher. The

1 Some of the carvings in the main hall of the Guildhall. Rochester, were presented to the City in April 1692 by the son, Mathias Fletcher, as an acknowledgment for being made a Freeman.

former asked the Navy Board to be kept in employment until they had demonstrated that their work was as good as that of Fletcher.

In 1713 Richard Chicheley was appointed Master Carver at Chatham and Sheerness in the room of Fletcher, deceased. It is possible that this is the Chicheley known as 'Old Dick' to distinguish him from his son and successor, who designed and carved the Victory's first and very elaborate figurehead.

The Painter who followed Thomas Rocke was Paul Isaackson (Jackson) who in turn was succeeded by Richard Isaacson. Paul carried out work at Knole in Kent and at Greenwich. In his autobiography Phineas Pett wrote that he surrendered the lease of his house in Chatham to Richard Isaackson, Master Painter. In 1649 the Old Dock was leased to Richard Isaackson at the annual rent of £18 for a term of 21 years. In the Declared Accounts appear the items:

> *1637, Philip Ward and Richard Isaacson for painting buildings at New Dock and Upnor Castle, £62 16s.*
> *1639, Philip Ward and Richard Isaacson, Painters for sundry painted works at Payhouse, £61 13s 1$^{1}/_{2}$d*

The Master Painter had a shop in the Yard. An Order dated 8 December 1657 stated:

> *The room now used by the Painter for his shop and chamber with little room adjoining to befitted at cost of £43 for residence of the Boatswain.*

A Master Painter of interest to Kentish historians is Joseph Hasted (166211732), the grandfather of Edward Hasted, Historian of Kent. Joseph was apprenticed to his wife's uncle, Richard Walker, Painter and Stainer, whose name appears in the Accounts:

> *Gilded work in **Isabella** Yacht between 4th February and 3rd March 168415 by Richard Walker. Certified by F Harding ... £100 5s 6d.*

Joseph Hasted became the partner of Richard Walker; as well as their painting and gilding contract work for the Navy they also supplied materials to the Yard such as putty and oil. In 1710 Joseph Hasted carried out work painting and gilding:

> *... a Dyale standing at the end of the rigging house ... painting two large boards at each end of the ropehouse containing orders prohibiting 'the smoaking of tobacco therein.'*

These items were not in the contract and the Officers of the Yard were required to survey and value the work and to make out a bill payable by the Clerk of the Checque.

Hasted lived in a house at the comer of King Street on Smithfield Bank over the Brook, Chatham; he purchased this house from Commissioner Lee of Dartford. He married Katherine Yardley, a great-granddaughter of Robert Yardley. Her portrait is in Maidstone Museum. He seems to have acquired great wealth, much of it from the enormous charges of gilding the stems and other work on warships. As the Navy increased in size the cost was becoming so high that by George l's reign paint was beginning to be substituted for some of the gilding. Hasted died in 1732 and was buried in Newington Church, near Sittingbourne, Kent.

As well as the limitation on the gilding of warships, restrictions were put on the allowance for carved work, including figure heads. However, it was not until the end of the 18th century that this was put into full effect. Under an order of 1796 new ships were not to have elaborate carved decorations, and in 1800 when **Victory** came in for refit, the

old grandiose figurehead, designed and carved by Richard Chicheley, was removed.[1] George Williams, a carver, who had worked on the **Ville de Paris**, provided designs for the Navy Board of a new figurehead. The Board chose a design priced at £40 for the figurehead and one at £74 for the stem carvings. Busts instead of whole figures were substituted in frigates and the smaller ships.

The last capital ships to have figureheads were the **Warrior** and the **Black Prince**, launched in 1860 and 1861 respectively. The firm, Hellyer and Son, carved figureheads for the Navy for a large part of the 19th century. They carved the figurehead for **Warrior**, and the **Benbow**, launched in 1885, carried a medallion carved by this firm.

In the Gentleman's Magazine under deaths in 1788 appeared:

> *Died at Chatham of gout in his stomach, Mr Marshall, many years contractor for painters' work in the Royal Navy at that port and Sheerness. He was esteemed one of the finest ships' painters in England.*

At the beginning of the 19th century the full-time post of Master Painter was created. After the Pay Revision of 1808, the salary of the Master Painter was £200; his foreman was paid £130 per year.

Master Painters

1802/1811	John Stuart (Stewart) Died
1811/1822	Edward Maples
1822	William Smith [2]

There seems to be some doubt as to when the term 'Master Painter' fell into disuse. Wright's Topography of 1838 titles William Smith as Foreman of Painters. The salary of the Foreman of Painters up to 1866 was £200 a year, when it was proposed to abolish the office.

The building of warships in private shipyards on the Medway

Beside Chatham Dockyard there were many private shipyards on the Medway associated with the building of ships for the Royal Navy during the wars of the 18th and 19th centuries.

From the days of Pepys until the middle of the 19th century naval contracts were usually placed following public advertisement for tenders. Tenders were open to all firms capable and willing, but thereafter some bargaining would take place until a deal was completed at some basic figure. When the shipbuilding industry was prosperous and an urgent rearmament programme was under way, the response from private shipbuilders might be nil, and the contract would have to be negotiated with the cost-plus system

The Navy Board was never very happy about private shipbuilding. The actual building by the contractor was supervised by an overseer appointed by the Navy, but there was always the suspicion that this man might succumb to temptation and pass inferior work and materials. Again there was a fear that private shipbuilding firms on the Thames and Medway would attract labour from the Royal Yards and compete with the Navy for materials thus inflating labour and material costs.

1 The carvings on the Victory made by Richard Chicheley and William Savage cost almost £400; the figurehead alone, £180.
2 1859 Mr G Martin, leading man of painters at Portsmouth Dockyard, to be foreman of painters, Chatham Yard, vice Mr Smith deceased.

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No warship greater than third-rates was built by contract by the Medway shipbuilders. The masts and rigging were supplied by the Navy and the coppering of the bottoms was done in the Dockyard. Protection from impressment for the workmen of private builders engaged in Admiralty contracts was provided.

The contractor received a down payment on signing the contract, possibly one seventh of the total price for a third-rate. Further instalments were paid after the completion o(specified stages of construction. These payments were 'payments in course,' details of which are given in the section on Naval Finance (chapter 23). The contract usually contained a penalty clause for failing to meet the launching date. The contractor had to find sureties who would bind themselves to a money bond to stand security for the imprests of money advanced to him.

The conclusion of the Napoleonic Wars virtually saw the end of naval construction for merchant shipbuilders on the Medway. Soon after the middle of the 19th century the transition from wood to iron shipbuilding took place. The building of metal hulls required more facilities than the private shipbuilders possessed. For wooden shipbuilding all that was required basically was a slope to the river firm enough to support the keel blocks, sawpits, sheds for painting and caulking materials, and a forge. Timber could be put in sheds but was often left in the open. The hull only was built. The contract building of iron and steel warships increased greatly towards the end of the 19th century but this work went to private yards on the Thames and in the north of England and Scotland.

Ship repairing and ship breaking were carried out on the banks of the Medway. The Upnor Ship Breaking Company broke up the battleship, **Conqueror**, in 1923, and other smaller ships and submarines. Later ship breaking was carried on in Gillingham and Rainham. There are still ship repairing yards in Rochester, Frindsbury and Faversham.

Mention will now be made of private shipbuilders on the Medway who built ships for the Royal Navy.

Acorn Wharf Shipyard, Rochester, is just below Rochester bridge on the east bank of the Medway. In the last decade of the 18th century Charles Ross, the owner of this yard, rebuilt a captured French frigate and built the brig-sloop **Albatross** and two 38-gun frigates, **Resistance** and **Spartan** His widow carried on the business and between 1808 and 1818 built the third-rates, **Vigo** and **Stirling Castle**, two fifth-rates, **Tanais** and **Eridamus**, three gun brigs, three gun boats, one lighter and a bombship, **Fury**. The last named took part in Arctic exploration and was lost in the ice in 1825.

This yard later became the business premises of John Foord and Sons, the well known civil contractors who did a great deal of work for the Admiralty. John Foord married the daughter of Mr Ross; one of his sons, Thomas Hellyer Foord provided the tower and spire of Rochester Cathedral and the well known almshouses. Ship repairing is still carried on at Acorn Wharf by the New Medway Steam Packet Company.

On the other side of the river, Graves of Frindsbury built the third-rate **Bellerophon**. In the Accounts of 1783/4 appears the item:

> *Hy Peake for overseeing the building of **Bellerophon** and **Meleager** at Frindsbury from 1st September 1783 to 25th March 1784, 207 days at 30s per week ....*

Bellerophon was launched 7 October 1786 and the preparations were carried out so quickly that she was afloat before the official launching party headed by Commissioner Proby arrived at the yard. On her quarterdeck, Napoleon Bonaparte gave himself up after the battle of Waterloo. She was converted to a convict hulk in 1824 and renamed **Captivity**.

From the same yard, the biggest private yard on the Medway, but then owned by Josiah and Thomas Brindley, were launched between 1794 and 1814, twenty warships. The Brindleys were related to Lord Nelson and this may account for the full order book. One ship launched from this yard in 1803 was the frigate **Shannon** famed for her capture of the American frigate **Chesapeake** in 1813. Brindleys had trouble in launching the 74-gun **Aboukir**. When she had gone little more than her length, the ways on which she was to have been launched, gave way and caused her to stop. She was successfully launched later. She was sold out of the service in 1838.

Another private yard at Frindsbury, Rochester, was owned by John Pelham who built eight warships between 1807 and 1815. Further down the river at Upnor was the yard of John King; between 1808 and 1814 he built sixteen warships, including the 74-gun ships **Poictiers** and **Mulgrave**. In this period both these builders were building brigs at £14 per ton and smaller vessels at £14 5s per ton.

Another Rochester shipbuilder who maintained good relations with the Navy in the second half of the 18th century was John Heniker. His yard was sited near the present Doust's Ship Repair Yard. On the 18th October 1716 he made a request to the authorities:

> *... praying that in regard he has no dock for repairing the keel of the ship **Margaret** damaged in the late weather she may be taken into one of the King's docks or hove down by the Hulk.*

The petition was granted.

> *She is to hove down by the Hulk the owners paying for any damage to her tackles, etc.*

In the period 1758 to 1774 this firm built the fourth-rates, **Panther** and **Exeter** and other small ships.

The shipbuilders associated with Gillingham were the Muddle family who had a yard to the east of the present Strand Recreation Ground. William Muddle who served his apprenticeship in Chatham Dockyard was followed by his son, Edward, his grandson and two great-grandsons. The Muddle family were important in Gillingham and some members of it served as High Constables.

William's grandson, Edward Muddle (1741/1821) did contract work for the Navy. In 1780 he built a tender for Deptford Yard and was paid £10 10s a ton together with a $2^1/_2$% bonus for completion in the specified time. He also built mooring lighters for Chatham Yard at a cost of £9 5s a ton. In 1808, the brig-sloop **Opossum** was built at Muddle's yard within five months and was later coppered in the Mast Pond Drain of the Dockyard.

During the Second World War the Fairmile Yard was sited near the position of Muddle's Yard and there, motor launches of tonnage between 57 and 90 tons were built during the period 1940/1944.[1]

The private yards on the Medway employed relatively few men compared with Chatham Yard. In 1808 Muddle employed one shipwright over 50, three under 50 and two shipwright apprentices. Brindley had two shipwrights over 50, thirty under 50, and fifteen apprentices together with three caulkers and one caulker apprentice. In Chatham Yard there were over 600 shipwrights in peace time.

1 The Fairmile organisation proposed at the beginning of the Second World War to mass produce Motor Launches. The frames, keels, etc, were fabricated at saw mills and furniture factories and at sites such as this Yard, the hulls were assembled on building blocks. Such craft whose length was of the order of 110 feet were used for a variety of purposes.

CHAPTER 20

DEFENCES OF CHATHAM

Upnor Castle [1]

By Elizabeth's reign most of the Queen's ships were moored in the Medway below Rochester Bridge. Some protection was offered by Rochester and Queenborough Castles.

As a means of guarding the Fleet, it was decided in 1559 to construct a castle at Upnor to be designed by Sir Richard Lee, Engineer of Ordnance. Lee played only a small part in its actual building and the work was supervised by Humphrey Locke who was paid 2s 6d a day. Richard Watts, famed for his charity in Rochester, was appointed Paymaster, Purveyor and Clerk of the work and was paid 2s a day.[2] Watts supervised the recruiting and payment of the labour force, the transport of materials and financial dealings with contractors. Watts had had experience with the government as a contractor and victualler.

The main structure was erected by 1564, but another three years elapsed before the work was completed. The castle then consisted of an angled bastion projecting into the river and a residential block with a D-shaped tower at each end of the castle. Guns were mounted on the bastion and the main building.

The 6 acres of land on which the castle was built were rented initially and in 1567 there was a charge for rent for $7^{3}/_{4}$ years at 20d a quarter. In the following year the freehold was purchased from Thomas Devinisshe at Frindsbury for £25.

The cost of building the castle was £3,621. The stone came from among other places, Rochester Castle, Aylesford and Boxley, where buildings were pulled down and the stone transported by water to Upnor. The cost of the materials was £685, of labour, £2,242 and of carriage, £620. One interesting charge was the debasement of the coins in Watts' charge. The testoons, silver coins, were lowered from 6d to $4^{1}/_{2}$d and to $2^{3}/_{4}$d according to their state. The loss to the building fund was over £16.

The charge for the wages of the gunners at Upnor Castle was about £152 a year. The Master Gunner [3] was paid 16d a day and the seven gunners, 12d a day.

Relations with Spain were very strained and further defence precautions were taken. A fort was built at Swaleness, at the confluence of the Rivers Swale and Medway opposite Queenborough, to prevent a raid by way of the Swale. St Mary's Creek [4] was blocked by piles and as a further precaution, guardships were stationed off Sheerness and arrangements made for levies from the adjoining hundreds [5] to be prepared for local defence.

When the war with Spain started in 1585, an iron chain was stretched across the river just below Upnor Castle to prevent enemy ships attacking the ships at their moorings in the river Medway. This chain was supported by lighters; one end was fixed to piles on St Mary's Island and the other end was attached to two great wheels to draw it up on the

1 See 'Upnor Castle' by A D Saunders. MPBW and see also Supply of Ordnance, chapter 22.
2 Master craftsmen were paid between 1Od & 12d a day; labourers about ?d.
3 William Bourne, Master Gunner at Upnor Castle (1579/80) was a writer of works on navigation and gunnery. He was an advocate of the chain as a means of defence.
4 This creek was later occupied by the three basins of the Yard
5 A 'Hundred' is a local district, e.g. 'Hundred of Hoo.'

Upnor side. In the Declared Accounts for 1587 appears:

> *Jno Trippett and four other carpenters and sawyers for wages, victuals and lodgings for the making of a new frame to the Pyle at Upnor Castle for the bearing up of the great chain there by agreement with officers of HM Ships*
>
> *£4 13s 2d*

Masts were purchased to stop up St Mary's creek to prevent enemy ships evading Upnor Castle.
The cost of this chain defence was £610 and the annual cost of maintenance was £80 a year.
A further defence precaution is shown in the Accounts of 1586:

> *More in reward for six persons for rowing nightly to and from one ship to the other, as occasion did require by direction of the Chief Attendant there to see the watch further kept in each ship, 5s.*

To strengthen the defences four sconces or earth forts were built: Warham and Bay sconces near Upnor Castle, Danes Sconce at Gillingham and another at Hoo. In the 1593 Accounts appears the item:

> *William Clerke for damage he sustained to Warham Sconce which is made upon his ground being the next sconce to Cookham Wood in Frinsbury Parish ... 8s 4d.*

In the Accounts of 1594 appears:

> *Reward to William Appeslyn for recompence for his ground near Gillingham whereupon a sconce is building and for saving an anchor, 31s 8d.*

In 1598 there was a payment to Thomas Short: [1]

> *... for the rent of a room near Danes Sconce therein to lay powder and shot to be in readiness for the defence of that place by the space of four years and upwards, 40s.*

After 1603, it would appear that only Warham and Bay Sconces were manned.

About 1596 the beacon system was introduced for the guarding of the Medway. A ketch was appointed to ride outside Sheerness to examine vessels entering the Medway or the Thames. If an enemy ship appeared to be coming into the Medway the ketch had to make all speed towards the **Ayde** 18-guns, which was riding within Sheerness and at the same time fire six musket shots. On hearing the warning shots the **Ayde** was to fire three cannon, whereupon the **Sun**, pinnace, 5-guns, riding at Oakamness, thus warned, was to travel as fast as possible to Upnor. The pinnace was to fire warning shots continuously whilst speeding up the river. The **Bear**, 40-guns, riding at the mouth of St Mary's Creek and the **Mary Rose**, Galleon, 39-guns at Rochester Bridge were to fire three pieces of ordnance. The warning beacons at Chatham and Barrow Hill, Upnor, were to be lit, and local defenders were then to repair to Chatham Church or Upnor Castle, according to the instructions given to each hundred by the Deputy Lieutenant of the County.

In 1599 alterations to Upnor Castle were started, estimated to cost £761.[2] A timber palisade was erected in front of the water bastion, a parapet was formed on the bastion, a

1 Short held the Manor of Gillingham; a turning off Danes Hill, Gillingham is Short Lane. See Development in chapter 1.
2 The total cost of the improvement to the castle was about £1200.

ditch 18 feet deep and 32 feet wide was dug and a gatehouse and drawbridge erected for the defence of the land side of the castle. Lee's round towers were built up on the land side and gun ports provided a line of fire along the ditch.

The design of the alteration is attributed to an Italian engineer, Baptist; the engineer in charge was Arthur Gregory. The Paymaster for the work was Sir John Leveson of Whorne's Place, Cuxton, Kent.

The first mention of a Governor or Captain of Upnor Castle [1] appears in the Accounts of 1591:

> *John Vaughan for wages and entertainment at Upnor Castle for 352 days beginning 14 October 1590 at 20d per diem, £29 6s 8d.*

The castle may have suffered from some neglect, since in 1596, when there was a renewed fear of Spanish invasion, Howard, the Lord Admiral, represented to Lord Cecil that Upnor Castle should either be well garrisoned or be pulled down to deny it to an enemy who might land and surprise it. The garrison was increased to 80 men. Initials were scratched on the eastern jamb of the ground floor arch into the south tower: 'T.M. 1596.'

Vaughan was succeeded by John Trevor, Surveyor of the Navy (1509/1611), who was knighted in 1602 and sold his office as Surveyor to Sir Robert Bingley in 1611. In 1603 Trevor was granted by James I the office of 'Keeper of the Fortress near Chatham' for life. An inspection of the castle in 1623 revealed that it had 14 guns of various sizes and that the garrison consisted of the Governor, a Master Gunner, seven gunners and 20 soldiers. The pay of the soldiers was 8d a day. In 1632 the question of the fitness of Trevor to hold this post was brought up; Trevor was rising 80 and presumably never resided in the Castle. Orders were later issued that no appointment in the service was to be made for life, only during pleasure, and that captains of forts and castles were to be resident, unless they had a special dispensation from the King. In the latter case they had to provide qualified deputies to reside in the castle. The Governors who followed Trevor were paid.£30 a year.

At the outbreak of the Civil War in 1642 Upnor Castle and the two sconces and the Dockyard were surrendered to Parliament; the Governor during this period was Major John Brown.[2] The main function of the Castle was to accommodate Royalist prisoners. The castle was seized by the Royalists in the Kentish Rising of 1648, but was recaptured by the Parliamentary General, Fairfax, when Brown was returned to his office.

Repairs to the castle were ordered in 1650 and a warrant for £673 was issued to reimburse the Governor, Major Brown, for money spent on repairs. Captain Thomas Harrison succeeded Brown and following a fire in the gatehouse he was authorised in 1653 to carry out further work on the castle. Brick was employed instead of stone in heightening the gatehouse and the building up of the back of the North Tower. Soon after South Tower was enclosed and later served as the Governor's resident.

After the Restoration the post of Governor of the Castle was granted to Thomas Writtle. Harrison, the Governor during the Protectorate, was put on the list of suspected persons, but in 1670 was licensed to '... follow his business in town.' Writtle was a protégé of the Lennox family and had rendered services to James, Duke of Richmond & Lennox of Cobham Hall during the Interregnum by arranging the Duke's secret passage across the

1 Earlier, the Principal Officers in turn were stationed at Upnor to supervise the defences and the safekeeping of the ships.
2 In 1657 Major John Brown was appointed Deputy Storekeeper of Ordnance at Chatham with a salary of £50 per year.

Channel when he visited Charles II in exile. This fidelity gained Writtle the Upnor appointment after the return of Charles II.

In 1664 the Second Dutch War began and Charles, Duke of Richmond & Lennox, fitted out at his own expense, small fighting vessels as privateers against the Dutch. In November 1665, he fitted out such a vessel and as her commander he secured the appointment of Thomas Writtle for whom he procured licence of absence from his post at Upnor Castle.

The position of the castle and the chain at Upnor was becoming increasingly useless for the defence of the ships in Ordinary. The silting or shoaling of the river [1] and the increase in the size of ships meant that a decreasing number of moorings were available between Rochester Bridge and Upnor. The maximum tidal range on the Medway is about 20 feet and the draught of ships such as the **Sovereign of the Seas** was of the same order. The larger ships had to be moored well below Upnor, thus when the Sovereign was rebuilt in 1659/60 at Chatham she had to be moored near Gillingham. The castle was useless for the defences and resulted in its transfer to the Ordnance Department. After being a charge to the Navy for 100 years the only time it was called upon during the Dutch raid of June 1667, the defences were unprepared and the castle proved relatively ineffective.

In November 1666 a warrant was issued to Thomas Writtle, Captain of Upnor Castle, to permit Ordnance Commissioners to choose rooms for the lodging of ordnance and later in the same month he was ordered to start paying off and disbanding the garrison of Upnor Castle, and to hand over the castle to the officers of Ordnance. In December 1666, Writtle petitioned for compensation for loss of office and in 1668, after the Dutch Raid, Colonel Legge, Lieutenant of Ordnance, was ordered to pay:

> *Thomas Writtle, late Governor of Upnor Castle, which is converted into a magazine of Ordnance Stores, on surrender of office, £300 and £30 per year.*

The Chain. Boom Defences

The chain defence mentioned earlier had continuously presented problems to the authorities. The chain and the lighters required constant attention and eventually the system was replaced by a boom defence or barricade consisting of masts and lighters. The life of this was found to be short for it was broken by ice floes and carried away in 1624. Harry Hubbard, Boatswain of the **St Andrew**, was paid £1 2s 10d for:

> *... going with pinnace from Chatham into the sea and without the lands for the recovery of lighters and masts that were carried away with the ice from the barricade at Upnor Castle.*

The boom was replaced and guarded by vessels moored at each end. Instead of blocking St Mary's Creek with piles, it was decided to close it with an earthen dam and in 1626 William Paynter was awarded £24 for the loss and damage of his marsh land sustained whilst stopping the Creek.

By 1634 the question of the security of the fleet and the Dockyard was again raised. The barricade deteriorated rapidly and needed constant attention. It was a hazard to masters who had to take their ships through it and some suggested that this defence increased the silting of the river.

The Second Dutch War broke out in 1665 and after a mainly successful period of fighting it was decided that the threat of the Dutch had diminished to such an extent that most of the ships could be taken out of commission. This action solved one of the great problems

1 See Development, chapter 1.

of the Navy at that time, the lack of money. Thus many ships were put in Ordinary at Chatham, unrigged and unarmed and manned only by standing officers and shipkeepers. Attention was again drawn to the need of defending Chatham.

In February 1667 the King and the Duke of York visited Sheerness to plan the installation of a fort at Garrison Point. The Ordnance Department was ordered to carry out its construction and inApril1667, Captain Valentine Price was placed in charge of the work. Progress was slow and the work was unfinished by the time of the Dutch raid; at that time, Mr Gregory, Clerk of the Checque at Chatham, reported that there were 16 guns in the fort, none of which were unserviceable.

In his diary entry of 23 March 1667, Pepys wrote:

> *In the office where Sir William Pen came, being returned from Chatham, from considering the means of fortifying the river Medway by a chain at the stakes, and ships laid there with guns to keep the enemy from coming up to burn our ships.*

The meeting had been held on 20 March 1667 which was attended by Sir William Penn, representing the Navy Board, Commissioner Peter Pett and Sir Edward Spragg, commanding the ships defending the Medway.

As a result of their report the Duke of York issued orders on 25 March 1667 that an iron chain with shackles and fixing tackle weighing 14 tons 6 cwts and about 700 yards long was to be made and stretched across the Medway from a point below Gillingham Church to a position midway between Hoo Ness and Folly Point.[1] The **Unity** 32-guns, and the **Dolphin**, fireship were to lie at Sheerness under the command of Sir Edward Spragg. All ships, especially the first and second rates were to be moved to the safest places above the chain. The guardships, **Charles V**, 32-guns and :**Mathias** 48-guns, were to be moored within the chain in such a manner that they could bring their broadsides to bear upon it. The **Monmouth**, 66-guns, was to support the guardships. The duke also ordered that 30 pinnaces with oars, grapnels and chain were to be provided in readiness.

The chain costing £2 a cwt was made by John Ruffhead, the Anchorsmith. In April 1667 the Treasurer was asked:

> *... to imprest unto Mr John Ruffhead, Anchorsmith, on account of making a chain at Chatham the sume of £200.*

In May 1667 Ruffhead received a bill for £65 14s 10 for 40 cwts odd of iron work and bolts etc for a crane and ropeway and another for £35 for boat chains, staples and sundries which were attachments to the chain. On 1 June 1667 he received his bill of £573 8s 1ld for the chain itself which weighed 28 cwts 2 qrs 25 lbs. These bills were contract ones from the Clerk of the Checque and he still had to get his money from the Navy Office.

A crane with two large winding wheels for hauling the rope cables attached to the chain was erected on the Hoo side of the river. Peter Pett, the Commissioner at Chatham, wrote to the Navy Board in April1667:

1 Soon after the raid Pepys visited Chatham and wrote about this chain.
'30 June 1667 .. Soe to the chains, and there saw it fast at the end on the Upnor side of the river, and borne up upon several stages across the river; and where it broke nobody can tell me. I went on shore on the Upnor side to look upon the end of the chain, and caused the link to be measured, and it was six inches and one fourth in circumference. They have burnt the crane house that was to haul it taut.'

> *The chain ships at Gillingham are fixed soe are the clamps each side for ye fastening upp ye chayne which Mr Ruffhead has promised in a few days and had been sooner done could he have received his money promised.*

In May Pett wrote:

> *The chain is promised to be despatched tomorrow and all things are ready for fixing it.*

However, in a letter to Mr Pepys after the raid, dated 3 July 1667, Lord Brouncker, Comptroller of Treasurer's Accounts, wrote of the chain:

> *Nor was it laid, as is said, above two or three days before the enemy appeared, nor was it made of Spanish iron.*

Pett provided the pinnaces asked for but complained to the Navy Board repeatedly of the lack of oars for them.

The attack on the ships in the River Medway

Despite the fact that peace negotiations had started, a Dutch naval force under de Ruyter was sent out to attack England in June 1667. The Dutch were familiar with the Thames and the Medway and there were many disaffected English seamen, unpaid as a result of the lack of money allotted to the Navy, who were prepared to assist England's enemy. The first Dutch War had finished in 1664 and Commissioner Pett reported in November 1665 to the Admiralty Commissioners:

> *Last Friday going from the river I spied some gentlemen on board the **Naseby** and found them to be the eldest son of Lord Niewport, the Ambassador of Holland, with other gentlemen and a servant who had more than ordinary skill in taking landscapes and painting and drawing Upnor Castle and some part of the **Naseby** ... I used them civilly but beg that they would not take it ill if I demanded their draft which I have sent up sealed ...*

On Sunday 9 June 1667, the Dutch pursued merchant ships up the Thames and on the following day they attacked Sheerness Fort. An account of the action has been given in chapter 1. The fort was soon captured and **Unity** with Sir Edward Spragg aboard slipped her cables and made for Chatham; she remained on the Sheerness side of the chain and was captured by the Dutch on Wednesday, 12 June. The hulk at Sheerness, **Crown and Brill**, was burnt by the Dutch.

After the capture of Sheerness, the Dutch Civil Commissioner, Cornelius de Wit, who accompanied the Dutch fleet, ordered de Ruyter to come up with all his forces. De Wit, brother of the Grand Pensionary of Holland, acted as a political Commissar supervising the activities of the Dutch flag officers. Vice-Admiral van Ghent sailed up the Medway on Tuesday 11 June. Five fireships, **Dolphin, Barbadoes, Constant John, Unicorn and John & Sarah**, had been sunk between the Muscle Bank and Bishops Marsh in Long Reach to deny access to the Dutch. This delayed the Dutch ships for the rest of the day, but Sir Edward Spragg found that there was sufficient passage to allow the Dutch ships through, and two ketches, **Edward** and the **Hind**, and the dogger Good **Fortune** were scuttled on the Chatham side of the Chain. As these were small vessels, Lord Albemarle, [1] who had

1 The Duke of Albemarle, formerly George Monk, served with distinction as General and Admiral, particularly in the Anglo-Dutch Wars, and in 1660 was a leader in the movement to restore Charles II.

taken over the defence of the naval base, ordered the **Santa :Maria**, 50-guns, to be made ready as a blockship and to be sunk in the main channel near the chain and ketches. Two other vessels, the :**Marmaduke** and the **Norway Merchant** were also ordered to be sunk near the chain. The batteries were sited one at each end of the chain.

Just within the chain on the Chatham side were the **Mathias** and **Charles V**, guardships covering the chain. The Dutch ships advance on Wednesday, 12 June and the **Unity** was captured. The chain was broken, probably by a landing party of Dutch sailors who mashed the bolt fastening the chain at one end. The **Mathias** and **Charles V** were set on fire by Dutch fireships; but these ships should have been supported by the **Monmouth** with soldiers aboard, but at the end of the raid **Monmouth** was safe near Chatham town. Pepys wrote on 30 June 1667:

> *Several complaints, I hear of the **Monmouth's** company coming away too soon from the chain, where she was placed with the two guardships to secure it: and Captain Robert Clark, my friend, is blamed for so doing there ...*

One of the charges brought against Pett later was that contrary to orders he had failed to bring the **Royal Charles** above the Dockyard for her safety. When danger threatened the ship there was no one competent to move the **Royal Charles** and Albemarle refused to release boats to tow her upstream. As a result the **Royal Charles**, formerly the **Naseby**,80-guns, was captured by the Dutch and at the end of the engagement was taken back to Holland with the **Unity**. When the Dutch took the **Royal Charles** down river as a prize, they had to heel her over because of her draught, for she still had some of her guns aboard.

The **Santa Maria** ran aground when on the way down to the chain and was burnt by the Dutch. The other two ships, the .**Marmaduke** and the **Norway Merchant** had been sunk at the chain.

The Dutch anchored when the tide turned. Albemarle planted guns in suitable positions and constructed an eight-gun battery beside Upnor Castle. When the Dutch came up river they were brought under heavy artillery and musket fire from Upnor. The guns of Upnor failed to stop the Dutch advance. In his diary Pepys wrote:

> *30th June 1667, I do not see that Upnor Castle hath received any hurt by them (the Dutch) though they played long against it; and they themselves shot till they had hardly a gun left upon the carriages, so badly provided they were.*

The **Royal James**, 70-guns, **Loyal London**, 96-guns and the **Royal Oak**, 76-guns, all moored above Upnor Castle were scuttled by the Master Attendant, Captain John Brooks and his party of men tried to save them, but they were burnt to the water line by the Dutch. Captain James Douglas died at his post in the **Royal Oak** There is an entry in the register of St Mary's Church, Chatham, recording his death. The **Loyal London** was the only one of the three to be rebuilt after the raid.

The Dutch did not go above Whitewall Creek and the Dockyard itself was not attacked; batteries had been formed in the Dockyard. The Dutch ships then withdrew to Queenborough and later sailed for Holland.

A number of ships above the limit of the Dutch advance had been cut loose and run aground to save them and were later salvaged. These included the **Royal Katherine**, 76- guns, **St George**, 60-guns and **Victory**, 82-guns. Pepys wrote on 30 June 1667:

> *... Our great ships that were run aground and sunk are all well raised but the **Vanguard** which they about to raise tomorrow. The **Henry**, being let loose to*

> *drive up the river of herself, did run up as high as the bridge (Rochester Bridge), broke some of the rails of the bridge and so back again with the tide.*

At the time of the raid the Old James and the Princess were in the two docks. A letter from Commissioner Pett to the Navy Board, dated 27 April 1667, refers to work which was to be done to some of the ships mentioned in the foregoing:

> *In answer to your touching the Monmouth be pleased to know that having spoken with the Master Attendant and the Master Shipwright they have this day to say for themselves that they had neither reed, broome nor fagotts for the bringing her under water. But now having a few which we have got from Mr Chambers she will be despatched and tallowed in the Single Dock on Tuesday next, coming in the room of the **Royal Katherine**, whom we intend to launch, and on Wednesday next we propose to bring in the **Old James** in the room of the **Monmouth** who hath much work to do to her ...*
>
> *If some money be not provided to pay off bills you may easily imagine that it will be impossible to answer the expectations of his Majesty and Royal Highness as to the setting forth of any ships from here, there being little provisions in the Stores.*

The Dockyard workmen also suffered from this lack on money; in May 1667 Pett had forwarded a petition from the shipwrights of the Yard setting forth that they then had one whole year's pay due to them and praying that they might be paid.

It was not surprising that when the Dutch appeared the Dockyard men left their work and the danger area. An entry in Pepys' diary states:

> *14 June 1667. But most strange the backwardness and disorder of all people, especially the King's people in pay, to do any work, Sir W Pen tells me, all crying out for money; and it was so at Chatham, that this night comes an order from Sir William Coventry to stop the pay of the wages of that Yard, the Duke of Albemarle having related that not above three of 1,100 in pay there did attend to do any work there.*

Pepys, himself, warned of the impending disaster:

> *... went to Mr Penn and did get him to pay me about £400 of my wages.*

His clerk, William Hewer, brought the money to him on the day before the Dutch broke the chain.

The fear of further action by the Dutch ended when the Peace of Breda was signed in July 1667.

This serious defeat in which about 18 ships were lost out of a total strength of around 160 called for a high level of enquiry and whilst the authorities were preparing a statement apportioning the blame for the disaster, the Dockyard Officers prepared to clear up the mess in the river and the Yard. On 14 June 1667 a letter was sent to the Navy Board requesting additional labour to carry on with this clearance:

> *Gentlemen, We are very unwilling either to put the Kinge to the charge or you to the trouble of supplying us in these necessitous times with either shipwrights, caulkers, or seamen, but soe heavy now is the hand of God upon this place, that (we feare) as well as the hand of man does now apparently fight against us. It*

was the opinion of all sortes of persons here that the whole Navy dock and stores would have been burnt upp on Wednesday, and for the prevention of the enemies being possessed of the Shipps, the General gave express orders that all the ships should be sunk where they ridd; but at length 'twas resolved that their cables should be cutt at the haulse, and they turned on shoare, and then sunk as the lesser evil of the two; it hath put the Ships to a very great hazard, some of them, especially the ***Victory****, we feare will scarce be gott off, and this afternoon the* ***Henry*** *and the* ***Vanguard*** *gott loose from the place where they were on shore, and drove up farther into the river, where they lie dangerously enough; therefore we cannot doe less than begg your present assistance in it, and desire that all possible meanes may be used for sending down 600 caulkers, shipwrights, and seamen, viz- 150 shipwrights, 50 caulkers, and 400 seamen and watermen, without which we feare some of the ships may miscarry. This we thought our bounden duty to represent to the Board, and desire your services and sudden consideration of it.*

Signed: Brouncker
PeterPett

Chatham, 14 June 1667

We shall also wante halfe-a-dozen able masters and fower shipwrights, whereof one of them to be Mr Shish.

During the raid the Dockyard Stores had been raided, in spite of Pett's protests, by Albemarle's orders to secure tools and timbers for work on the defences. Pepys sentiments were those of Commissioner Pett and in his diary entry of 30 June 1667 he wrote:

It is· very considerable, the quantity of good which the making of these platforms and batteries do take out of the King's Stores; so that we shall have little left there, and, God knows: no credit to buy any.

Commissioner Peter Pett was soon made the scapegoat; he was arrested on 17 June 1667 and taken to the Tower of London. An account of his trial and his dismissal from office is dealt with in the section of Master Shipwrights in chapter 5. The other principals in this sorry affair passed through the enquiry unscathed. Sir Edward Spragg finished his career as Admiral of the Blue; the two Master Attendants who had failed to block the navigable channel and ran the **Santa .Maria** aground both retained their posts; and those responsible for the poor state of the defences and for the failure to pay seamen and dockyardmen their wages were discreetly forgotten.

During the excavation for No 2 Basin in 1876, the remains of a ship was found with 21 guns scattered about her. The guns varied in calibre from $5^{3}/_{4}$ to $3^{5}/_{8;}$ inches, the heaviest weighing 40 cwts. Some bore the device, rather obliterated, considered to be the Tudor Rose & Crown, others bore a cypher possibly of the Dutch United East India Company. This ship has been taken to be **Charles V**, which according to the Dutch account burnt all day and blew up the following night. (It could have been the **Mathias**, for both these ships were formerly Dutch vessels.) Two of the guns recovered from her stand near the Admiral Superintendent's flagstaff today.

The imprisonment of the Commissioner did not stop the work of clearing the wrecks in the river. The **Victory**, despite Pett's fears was soon refloated and by 11 July 1667, John

Conny, the Surgeon of the Ordinary, reported to Williamson, Secretary to Lord Arlington:

> ... The bottom of the **Royal James** is got afloat and those of the **Loyal London** and **Royal Oak** [1] soon will be so.

(Only the **Loyal London** was rebuilt.) The sails of the **Royal Oak** and **Royal Charles**, in store at Chatham, were sent to Deptford in 1670. The chain was taken up at Gillingham and laid across the river at Upnor.

The ill-luck that dogged the ships at Chatham still persisted and Conny wrote to Williamson on 23 July 1667:

> *The **Helversen** being ordered to Sheerness for ... lodging such workmen as wrought at Sheerness Port ... ran upon one of the flyboats (**Norway Merchant**) which was sunk at the chain for the security of the river ... the stump of the flyboat's mast is gone through the bilge of the **Helversen** almost as high as her gun deck ...*

The **Helversen**, 60-guns, a former Dutch vessel, was brought down to Chatham Church by the pilot appointed by the Master Attendant of Chatham. Here the Master Attendant of Sheerness and another pilot took over and had the accident near the chain position.

On 23 December 1667 the Master Attendants wrote:

> *We cannot weigh the **Helversen** without two vessels more and the **Marmaduke** will require the same. We will fall to work on the **Norway Merchant** flyboat to clear the river that side.*

Later they reported to Middleton, the Surveyor, that the Medway above Upnor had been cleared of wrecks.

The work of clearing the river must have then been put out to contract. In May 1688 Harry Nicholls' schedule of ships to be cleared included:

> *A bottom supposed **Charles V**, in the middle of Cockham Wood Reach on south shore; the bottom of **Santa Maria** a little below her on the same shore; two bottoms of Dutch fireships on the south shore in Gillingham Reach (a little below the Sovereign's bridle); two Dutch fireships off the channel against the two last-named; **Marmaduke** sunk in channel at the chain where the guardship rode; the **Norway Merchant**, the flyboat upon which the **Helversen** sat where she lies in the channel at the same place; the **Helversen;** one of our fireships, supposed the **Barbados Merchant**, her bottom lies on shore at the south of Hoo Creek; the hull of the **Unicorn** fireship which lies upon the Musselbank; three wrecks of our fireships lying the channel by the Musselbank and all other wrecks under water in the said river of Medway belonging to his Majesty.*

In the Declared Accounts of 1670 appears:

> *Hy Nicholls for clearing Medway of wrecks within six months, £300 on sealing indenture and £100 on completion, 14 May 1668.*

Whether Nicholls despaired of ever being paid or whether the task was too great, he gave

1 For further mention of Royal Oak see Development in chapter 1.

up the job in July and his partners, John Moore and Edward Moorcock [1] carried on with the work. They reported to the Navy Board in August 1668:

> *We are preparing to weight the Marmaduke its mast most hurtful to the river. We want victuals, thimbles and small spars*.

Next month Moorcock was asking for discharge from this employment complaining of the low reward.

The clearing of the river took a long time and to speed the removal of the remainder of the wrecks they were offered for sale, the buyers to be responsible for removing them or breaking them up. Those that were not sold were blown up. In 1671 Commissioner John Cox of Chatham wrote to the Navy Board:

> *... about breaking the wrecks long since bought, that the river may be cleared of them this summer. Pray be pleased to think what to do with the wreck of the* ***Defiance*** *and* ***Royal Oak***.

The **Defiance** 66-guns, was burnt at Chatham by accident in December 1668.

Defences after 1667

After the Dutch raid great improvements were made in the defences of the naval ports; many of the fortifications were designed by Sir Bernard de Gomme. For the defence of the Medway a bastioned fort was built at Sheerness together with forts or redoubts at Cookham Wood and at Gillingham. A series of bastions and moats was constructed round the town of Sheerness for its defence and these are still to be seen. The site of Gillingham Fort is near the present Gillingham Pier and nothing can now be seen of it; the ruins of Cookham Wood Fort are still visible at the waterside between Upnor and Hoo.

A late 17th century map entitled: 'the River of Chatham with the new Batteryes made by Sir Bernard Gomme' shows the ships in Ordinary and the protective forts and batteries between Hoo and Rochester Bridge. The ships in the various reaches are named:

Bridge Reach
None

Limehouse Reach
Dunkirk, 48
Greenwich, 54
Rupert,66
Unicorn, 56
St George, 60
Victory, 42
Constant Warwick, 42

Chatham Reach
Antelope, 40
Rainbow, 26
Bonaventure, 42
Lyon,40
Plymouth, 60
Henry, 64
Triumph, 44
Mary Rose, 40
Orange, 32
Henrietta, 62
French Ruby 66
Old James, 48

Upnor Reach
Royal Charles, 100
Royal Katherine, 82
Revenge, 52

Cookham Reach
None

Gillingham Reach
Two fireships
Royal Sovereign, 100

1 Moorcock had been a sea officer during the Protectorate and for some time after the Restoration. He left the Navy and became a salvage contractor. He seems to have combined the job of raising wrecks in the Medway with the office of Pastor of the General Baptist Church, Chatham -the Unitarian Church at the junction of Hamond Hill and New Road Avenue, Chatham. He wrote to the Navy Board in 1668 saying that he would do no more work for the Public until the Act of Conventicles was dropped. Moorcock, a prominent dissenter, died in August 1693 and is interred in the General Baptist burial ground at Chatham.

From map mentioned on the foregoing page:

(The map shows the depth of water at the moorings which is not very different from that existing today.)

No 1 Dock: Amice Castle
No2 Dock: Dreadnought, 62

On the map appears to be the vestige of a chain or boom defence just below Gillingham. For the protection of the **Royal Sovereign** two vessels were anchored below the ship with a boom defence between each vessel and the shore. The fairway would then be open for navigation.

The forts are shown at Gillingham, Cookham Wood and Upnor. Two gun batteries were in place just below Upnor Castle; Middleton's (later James') Battery and Birds' Nest Battery. Just north of the Dockyard there were two more batteries. [1] The last two were removed when the Yard was extended northwards.

Further down the river there were additional batteries, Hoo Ness, Oakham Ness, and three on the Isle of Grain, Quaker's Middle and Buda Batteries. Additional batteries were added later including Rainham Ness Battery and Bishop's Ness Battery. The construction of this battery on Court Marsh or Bishop's Marsh led to complaints by the executors of William Paynter who owned the land, that a platform was built on which 20 guns were mounted and that the gunners and soldiers stole the sheep and trod down the banks and fences. Further in making the platform the sea walls were broken down and in 1690 the marsh of 300 acres was flooded.

Gillingham Fort was surrounded by a rampart and a ditch and was entered by means of a drawbridge. A square three-storeyed tower in the middle of the fort carried guns at the top. In 1688 Pepys and Dean visited the warships in Gillingham Reach. They saw only one man on duty at the Fort and the state of the platforms and gun carriages were such:

> *... as is better to be silent than say anything as to their condition.*

A brick tower was added about 1810 to the Fort capable of carrying two 18-pounder guns and the Fort became the northernmost point of a series of fortified positions which covered the river as well as the land side from Fort Clarence above Rochester Bridge. The fort gradually deteriorated and the island on which it stood was used as a Coastguard station for some years. The Royal Commission on the Defence of the United Kingdom reported in 1859 that Gillingham Fort and the brick Martello tower were obsolete and decayed. The island was taken in with the extension of the Dockyard in the 1860's. The determining of the site of this Fort has been made more difficult since the direction of Sovereign Reach has changed from North and South to North West and South East after the Fort was built, but it is supposed to have been sited near Collier Dock. The only reminder Gillingham has now of this fort, sometimes referred to as Gillingham Castle, is the heraldic fort in the Borough Arms.

The other fort built at the same time as Gillingham Fort was Cookham Wood Fort. This fort built at the water's edge, was on a rectangular site, 150ft x 80ft and was surrounded by a ditch on the land side. At the rear of the fort was a three-storey tower which provided accommodation for the garrison and the stores, and the roof could be used as a gun platform. This fort was allowed to deteriorate and was abandoned in the nineteenth century. A short description of this fort appeared in the News Letter No 65, August 1968, published by the Lower Medway Archaeological Group.

1 See Development chapter 1 regarding the compensation paid to Peter Pett for the building of a battery on the marsh land he leased.

In 1707 the complements of the defences were as follows:

Sheerness	Master Gunner	13 Gunners	150 guns
Hoo Ness	Master Gunner	3 Gunners	27 guns
Gillingham	Master Gunner	4 Gunners	54 guns
Cookham Wood	Master Gunner	4 Gunners	44 guns
Birds Nest	Master Gunner		18 guns
Upnor Castle & James Battery .	Master Gunner	6 Gunners	47 guns

In the Ordnance Estimates of 1809 are the items:

Repairs, Chatham, Gillingham, Upnor Castle & Cookham Wood Fort, £6,958 9s 9d
Towards erecting powder magazine at Upnor Castle, £8,288 3s 11d

An Account of the Forts in the last quarter of the 18th century was given by Hasted, Vol III.[1] Hasted describes Gillingham Fort at the beginning of the last quarter of the 18th century:

... it never was a place of much defence, and is now totally in ruins.

The Chain

As mentioned earlier, the Chain was laid across the river at Upnor Castle. Commissioner Cox of Chatham inspected the Chain and reported in October 1670 that it was too small. He suggested that the disposition of the Chain should be slantwise across the river so that a ship coming up with an easterly wind would be put on a lee shore and then destroyed by the guns of Upnor; no action was taken.

In May 1688 Pepys sent Commissioners to Chatham to discuss with the chief officers of Ordnance the means to secure the Fleet against invasion by the Prince of Orange. Among the measures, they recommended the getting ready of a Boom or Chain to dose the River Medway. The Navy Board wrote to Pepys:

> *Mr Loader (Isaac Loader) His Majesty's Anchorsmith at Deptford, has proposed making two chains for the better security of Chatham River, one near Upnor Castle where the river in breadth is about 170 fathoms, of 3 cwts to the fathom, and the other at Gillingham where the river is 250 fathoms wide, of 4 cwts to the fathom.*

It was suggested that the chain be made in sections to give a dual purpose: ship moorings and defence.

In 1693 the Chain at Upnor was said to have been useless for some time, and the Navy Board called for an estimate for a new one.

> *18 April 1693, Estimate for making good the boom or chain at Upnor Castle at present decayed and unserviceable.*

Cables of old cordage and spun yarn	*£254 12s 4d*
6 decayed great masts	*70 0s 0d*
Wages of riggers and house carpenters	*60 0s 0d*
Bolts, small chain and smiths' work	*120 0s 0d*

See section on Supply of Ordnance, chapter 22.

The Navy Board said there was no haste in the matter and the subject was dropped until 1698 when Admiralty drew the attention of the Navy Board to it. The latter reported that the Chain at Upnor was in a bad state and that one half of the ships were moored below the Chain. It was suggested that a Boom and Chain be put across the river at Gillingham Fort. A Chain of 315 fathoms would be required compared with the 190 fathom chain at Upnor, but there would still be several moorings below the Chain. By an Order dated 15 December 1699 the Navy Board were directed to have the Chain unrigged and put into store. On maps of a later date a Boom is shown below Upnor.

The iron road bridge at Rochester, built in 1846, with a swing bridge on the west side of the river, acted in a similar way to a chain defence. The railway bridge of the East Kent Railway, built in 1853, had a swing section. In the conditions for the ·construction in
1881 of the railway bridge of the South Eastern Railway, Admiralty stipulated a clause for a swing bridge to be provided, but there was no insistence upon its construction. At the same time, the Bridge Wardens, responsible for the road bridge, were informed that there was no objection to their swing bridge being permanently closed; this closing was done in 1899.

Since the taking up of the Chain at Upnor there have been a number of Boom defences provided for the defence of the Medway. One was constructed across the river at Sheerness during the Nore Mutiny of 1797 to deny the mutineers access to the river Medway. During exercises in 1865 a Boom defence was constructed at Chatham and tested in the presence of the Commander-in-Chief.

In 1894 a Boom defence was constructed from Burntwick Island to a point across the river, just above Port Victoria and was designed for the protection of ships of the Reserve Fleet against Torpedo-Boat attacks. There is an illustration of this Boom in W L Wyllie's book "London to the Nore' published in 1905. The Boom consisted of steel wires between six vessels and was defended at each end by guns on the bank aided by searchlights. The only evidence today is the chimney on Burntwick Island near the entrance to Stangate Creek. This presumably was part of the engine house used for hauling and lowering the Boom defence system

In 1914 a Boom defence was placed across the entrance to the Medway extending from Garrison Fort, Sheerness, to the three-gun tower [1] on the foreshore of the Isle of Grain, a distance of about 3,500 feet. Authorised vessels moved through the defence system at its eastern end. A net was also laid to prevent the entry of submarines.

At the beginning of the Second World War this form of defence was again introduced but in addition a very elaborate Boom defence was laid across the Thames from Sheerness to Shoeburyness on the north bank with entrances to the Thames and Medway channels. A similar defence against enemy aircraft was formed by barrage balloons attached to lighters.

1 This tower was erected to assist in the defence of the River Medway and the naval ports of Sheerness and Chatham. The construction was completed by 1855.

Guardships

As well as Batteries of Ordnance and Boom and Chain defences the Navy relied on Guardships. These, among other duties, were responsible for examining vessels and boats passing up and down the river. In October 1685 new instructions were issued for the execution of the duty required from the Guardships and boats in Chatham and Portsmouth harbours. The captain of the Guardship was required to lodge on board, to keep up his complement of men, and to see that they were not absent without leave. Watch was to be kept on board every night by a quarter of the ship's company, due care being taken for putting out all fires and candles. No person was to lodge below the gun deck. The Corporal was to exercise the whole ship's company with small arms once a week at least.

Men were to be lent to the Master Attendant whenever required by the Resident Commissioner. All Guardships were to have their standing rigging set up and their running rigging with six months' Boatswain's and Carpenter's sea stores for each ship kept on shore in some convenient place, each ship's distinct from the others, and as near at hand as possible. Each Guardship was to be graved every 12 months (Ships in Ordinary were docked every three years.) Some of the ordnance was to be kept on board and the remainder provided by peace time establishment was to be stored on shore as the running rigging.

The number of guard boats at Chatham was 20 and at Portsmouth 12. These boats were to be manned from the Guardships and not, as formerly, from the Ordinary. 17 boats at Chatham were to be each allowed a coxswain and ten rowers, besides a gunner in command. Three were to be kept in reserve. The commanders of the Guardships were to have the general inspection and care of all the boats for a month in turn. Each night throughout the year a guard boat was to be on duty as a scout boat, care being taken that the crews should not know beforehand which boat was to be selected to go upon scout for any particular night.

Each boat was to be armed with six half-pikes and six firelocks with powder and ball suitable to them, and to be furnished with a small chest wherein to keep the firearms dry and safe from any damage from the weather. The scout boat was to pass by every King's ship in the harbour, and in the event of any ship failing to hail it, the commander was to go on board to know the reason why. He was also to see that no fire or candle be burning after 8 o'clock in the evening. He was to require vessels passing up and down in the night to give an account of themselves, and to look into creeks and other places where any boats may probably be harboured, as well for preventing any thievery or embezzlement, as any surprise by the enemy. The commander of the scout boat was to report all his proceedings to the captain of the Guardship in charge of the guard boats for that month, who in turn was to report exceptional circumstances to the Resident Commissioner.

Mention has already been made of the measures to be taken in 1688 against the invasion by the Prince of Orange. In the end it was decided that the most effective defence would be the immediate commissioning of all third and fourth rates, manned by a force of 8,000 men.

The Guardships were then ordered to Sheerness to receive orders from Sir Roger Strickland. Sir Phineas Pett wrote to the Navy Board asking if the guard boats were to be received into the stores when the Guardships left.

In 1712 the **Ken**t, 70 guns, was ordered:

> *... to lye at Sheerness and the **Breda**, 70 guns, at Gillingham to do the duty of guardships in the same manner as the Finne, 70 guns lately did.*

The defence by guard boats was usually instituted in time of war. Thus the Lord High Admiral ordered the fitting out of guard boats on 3 November 1707 for the security of the ships during the War of Spanish Succession.

A letter from the Navy Board dated 28 January 1715/16 gives 85 as the number of men for the Guardship, **Falkland**, a 4th-rate, 48 guns. The officers and servants were as follows:

	No.	Servants		No.	Servants
Captain	1	2	Surgeon	1	1
Lieutenants	3	3	Midshipman Extra	1	1
Master	1	1	Purser's Steward	1	
Boatswain	1	1	Midshipmen	2	
Gunner	1	1	Quartermasters	2	
Carpenter	1	1	Corporal	1	
Purser	1	1	Quarter Gunners	2	
Cook	1	1	Coxswain	1	
Captain's Clerk	1				

On 3 December 1715 the Commissioner as C-in-C was directed to give orders to the Commander of Orford, 3rd rate, 70 guns, to:

> *... proceed to Chatham in order to her being forthwith fitted and stored in all respects to do the duty of a guardship*.

On 22 October 1716**, Orford** with 110 men was ordered:

> *... to go into the Medway, the lowest ship, so as to be guardship.*

On 7 December 1716 Admiralty appointed **Shrewsbury**, 2nd rate, 80 guns, and **Superb**, 3rd rate 64 guns, to do guardship duty at Chatham, the former to be above the Castle.
Their complements were 100 men, exclusive of commissioned and warrant officers and their servants.

After the Dockyard Visitations of 1749 the Lords of the Admiralty complained of the appearance of the officers in the guardships. In a letter to the Admirals at Spithead and at Plymouth and to Captain de l'Angle, senior officer at Chatham, they stated:

> *Having on our late visitations of his Majesty's several dockyards been on board the guardships stationed at each port and upon mustering their respective companies observed that the gentlemen on the quarter deck were not dressed in their uniform ... We do hereby ... direct you to give orders to the captains of all the guardships under your command to oblige the officers and gentlemen on their quarter decks to appear in their uniform upon all proper occasions.*

In May 1765 the Guardships at Chatham were the **Yarmouth**, 3rd rate, 64 guns, under the command of Charles Proby, [1] and the **Augusta**, 3rd rate, 64 guns, under the command of Matthew Whitwell. The **Rarnillies**, 3rd rate, 74 guns, was the guardship at Sheerness. The cutter, **Duke of York**, 4 guns, was cruising from Sheerness to the North Foreland.

For an account of the Guardships in the first half of the 19th century see the section on Master Attendants in chapter 9.

1 Captain Charles Proby was Resident Commissioner at Chatham from 1771 to 1799.

The Lines

During the War of Spanish Succession, 1701/1713, it was decided to defend Chatham Naval Base from any attack on the land side. In July 1708 it was enacted that the commissioners were to be appointed to treat with owners of land and property to be acquired for the defence of Chatham and other naval ports. The Inquisition for Chatham was held at Rochester Castle in September 1709 and terms of compensation agreed.

It was arranged to purchase land except that belonging to private persons in Brompton on the river side of a road which ran in a fairly straight line from a position now occupied by No 2 Basin in the Yard through the bend in Brompton Road to the top of the Lines.

After the completion of the purchase at a cost of about £16,700, it was decided not to build the fortifications owing to a state of peace and financial stringencies and in 1716 the property was leased to Mr Goatley for a term of 31 years. An area of just over two acres where Chatham Hill and the Mill Pond was situated was claimed back by the Ordnance Office for the extension of Gun Wharf.

In 1755 when war with France appeared imminent a plan of fortifications for Chatham was prepared by Hugh Dubbeig. Captain Desmaretz was appointed Superintendent of the Work to be carried out at Dover and Chatham; he was asked in December 1755 to furnish an estimate of the cost of the work for submission to the Treasury.

In the summer of 1756 the work on the fortifications was in full swing [1] and by August 1757 Desmaretz was ordered to discharge workmen when the works at Chatham were completed.

The defence system known as the Cumberland Lines ran from Gun Wharf (now Riverside) to the north end of the Yard approximately where Alexandra Gate is situated today. The fortifications consisted of a line of earthwork bastions with a ditch and rampart enclosing the Dockyard and Old Brompton. Barracks for the troops were built on land opposite to the site of the later constructed Royal Marine Barracks. The bricks for this building were made from clay from a field where Trinity Church, Brompton, formerly stood.

There were gates and drawbridges to allow communication with Chatham and Gillingham. One exit was at Brompton Road, Gillingham, near the School of Military Engineering and the other was in Dock Road, Chatham. A third exit was the Sally Port near Garden Street, Gillingham. The drawbridges were demolished about 1876 and after the erection of fixed bridges the ditches beneath were filled in. The barrier gateway in Dock Road was pulled down when the road was widened but another in Barrier Road may still be seen.

Between about 1780 and 1820 attention was paid to the strengthening of the defence of the Dockyard. During this period the ditches were reverted with bricks (parts of this work can still be seen to this day), and two strong points, Amherst Redoubt at the southern end and Townshend Redoubt at the northern end of the line were constructed. Later, the line of defence was extended northward to St Mary's Creek and St Mary's Barracks were constructed to house the troops for the defence of this section. This extension led to the disuse of Townshend Redoubt but the defence of the southern end of the Lines was strengthened by the addition of batteries, such as Spur, Cornwallis and Belvedere batteries to form Fort Amherst.

Land was acquired to the east of the defence line including Upberry and Westcourt Farms to ensure an open field of fire for the defenders. Building in front of the Lines in

1 See section on Gun Wharf in Supply of Ordnance, chapter 22.

Gillingham was resumed about the middle of the 19th century in what is now known as Mill Road and Marlborough Road, etc.

A more grandiose scheme was then evolved to extend the defences from Fort Amherst to what is now Blaw Knox's works at Rochester Esplanade, and a series of Acts passed after 1780 allowed the acquisition of land for this purpose. The whole scheme was never put into practice, but a number of strong points were built. Fort Pitt was completed by 1819 and had a short life as a defence post before being converted into a military hospital; it served this purpose up to the end of the First World War. Nowadays the Medway College of Design occupies the site of the blockhouse on the north side of the Fort and most of the old Fort and hospital have been incorporated into the Medway Technical School for Girls.

Two guardhouses were constructed with this fort and traces of them may still be seen: Gibraltar Tower near St Andrew's Church, Chatham, and Delce Tower in Delce Road, Rochester.

The up-river end of the defence line was formed by Fort Clarence. This fort stretched from Maidstone Road, Rochester to the river Medway with a tower at each end and a larger tower in the centre. The towers were connected by a fortified ditch and rampart, the function of which was to defend Rochester from a land attack and to prevent a river- borne landing. This ditch was never extended to the Lines at Chatham as originally intended. Medway Tower on the river side was demolished when Short's Aircraft factory was built. The Post Office bought the fort in 1965 and demolished the Maidstone Road defence point. All that remains today is the central tower, Fort Clarence Tower and some of the ditch.

The viaduct across Railway Street, Chatham, erected in 1901, replaced the viaduct and military gates erected in Rome Lane (later Railway Street) in the latter part of the 18th century as a part of the defence plan.

There was a long period of peace after the conclusion of the Napoleonic Wars and there was no money available to complete the defence system. In any case the positioning of the Lines made them obsolete when longer range guns became available.

Until the end of the 19th century a smaller saluting battery was maintained on Prince William's Bastion. Royal Salutes were fired and a signal gun was discharged every day at 12 o'clock. In view of protests by local clergymen this was discontinued on Sundays in 1886.

Further Defence Measures after 1860

By the middle of the 19th century serious consideration was again given to the defences of the Dockyard mainly because of the suspicion and fear of the motives and ambitions of Napoleon III of France. French military successes in Italy, the rapid construction of ironclads and rifled cannon of vastly increased range, and the commencement of the Suez Canal by the French, all tended to alarm those responsible for the defence of the United Kingdom. The prolonged defence of Sevastopol a few years before, convinced many that well designed fortifications could protect ports, dockyards and arsenals, and were more economical than enlarging the regular army.

A Royal Commission on the Defence of the United Kingdom reported in 1860 on these matters and recommended the building of a new defence system for Chatham Dockyard and the Medway Towns.

As a result two forts, Hoo and Darnett, were proposed, the former on the site of Howness Battery at the eastern end of Hoo Salt Marsh and the latter at the western end of

Bishop's Marsh. These forts, meant to prevent the passage of enemy ships past Pinup Reach, were completed by 1872. They are still in existence, but are no longer used for defence.

Apart from two river forts the Commission recommended the building of a series of forts circling the Medway Towns east and south, crossing the Medway above Rochester Bridge, on to Telegraph Hill on the Rochester to Gravesend Road and then across Higham Marshes to the south bank of the Thames. This programme was whittled down and for the defence of the western section Fort Borstal was built.

A convict prison was built at Borstal in the early 1870's to house the convicts who were to carry out the bulk of the construction work. This prison was opened later as the first Borstal Institution for the reception of young offenders. There were deputations to the Home Secretary from local Trade Union organisations drawing his attention to the effect on local labour of the employment of convict labour on the erection of government buildings, forts, magazines, etc. A precedent had been set by the work on the extension of the Dockyard and the appeals were rejected. The fort was completed in the early
1890's.

For the defence of the southern sector the following forts were built: Fort Bridgewood, Fort Horsted, Fort Luton and Fort Darland. The first three were built by convict labour housed in Borstal Prison between 1880 and 1900. A narrow gauge railway was laid connecting the forts with a wharf at Borstal so that the building materials, mainly cement and sand, could be transported to the sites of the forts. A bridge over a cutting for this railway is still visible at Fort Horsted.

Fort Darland was constructed by a private contractor. During the Second World War it was used by local residents as an air-raid shelter and by a Home Guard Unit. After the war, parts of the fort were used for mushroom farming; in the 1960's it was mainly demolished and the site employed for a housing estate. The other forts previously mentioned were used for defence against enemy aircraft during the Second World War. They are still to be seen.

Connecting the defence system to the river forts, Hoo and Darnett, two earth defence works were built, Grange and Woodland Redoubts. These were built quickly and were of an experimental nature. The redoubts were to be defended by infantry with artillery support provided by batteries in the rear. Today these redoubts are in a poor state; they are on private land but Woodlands Redoubt near Featherby Road can be seen from the footbridge at Beeching Crossing.

The Thames defences, Shornmead and Coalhouse Point Forts and Cliffe Fort, were linked with those of the Medway by Slough Fort [1] at All Hallows and Grain Fort. A number of batteries were established in support of the latter fort. In an emergency, access by the enemy to the mainland on the south shore of the Thames could be denied by flooding the marshes which lie between the river and the higher ground.

For the defence of Sheerness and the Medway a new fort was constructed at Garrison Point which was completed in 1872. In 1860 work was started on the Queenborough Lines, a defence consisting of ditch and rampart stretching across the neck of land behind Sheerness from Queenborough to Barton's Point. For further defence a number of batteries were formed to the east of Garrison Point, the last being at Barton's Point at the northern end of the Queenborough Lines.

1 The. building of these forts was supervised by Charles Gordon, the Commanding Royal Engineer at Gravesend and later to become famous as the defender of Khartoum.

The Dutch in the Medway

(1664-72)

If wars were won by feasting,
Or victory by song,
Or safety found in sleeping sound,
How England would be strong!
But honour and dominion
Are not maintained so.
They're only got by sword and shot,
And this the Dutchmen know!

The moneys that should feed us
You spend on your delight,
How can you then have sailor-men
To aid you in your fight?
Our fish and cheese are rotten,
Which makes the scurvy grow -
We cannot serve. you if we starve,
And this the Dutchmen know!

Our ships in every harbour
Be neither whole nor sound,
And when we seek to mend a leak,
No oakum can be found;
Or, if it is, the caulkers,
And carpenters also,
For lack of pay have gone away,
And this the Dutchmen know!

Mere powder, guns, and bullets,
We scarce can get at all;
Their price was spent in merriment
And revel at Whitehall,
While we in tattered doublets
From ship to ship must row,
Beseeching friends for odds and ends -
And this the Dutchmen know!

No King will heed our warnings,
No Court will pay our claims -
Our King and Court for their disport
Do sell the very Thames!
For, now De Ruyter's topsails
Off naked Chatham show,
We dare not meet him with our fleet -
And this the Dutchmen know!

Rudyard Kipling

CHAPTER 21

HILL HOUSE

History

In chapter 1 on Development, mention was made of this property which was rented by the Navy from Adam Keeler who leased it from the freeholder, the Dean & Chapter of Rochester. The next leaseholder was John Leare who charged the Navy the same rent £2 a year (from c. 1608).

In the early days of Chatham Yard the Master Shipwrights lodged in Hill House (The Queen's House) when they were on duty at Chatham. They also lived in houses near the Thames Yards when they were employed in building and repairing ships in those Yards. Phineas Pett states in his autobiography that he lay at Chatham Hill in his father's lodgings in the Queen's House when he was about nine years of age; this would be about
1580.

In the Declared Accounts there are many entries relating to repairs and improvements carried out on Hill House. In 1581 Richard Chapman, Assistant Master Shipwright, received 27s 2d for repairing the Queen's House at Chatham; in 1582 Matthew Baker, Master Shipwright was paid £4 for the new chimney built on the Great House at Chatham for the use of the Master Shipwright. A sum of £20 10s was also paid for a new frame set up and annexed to this house to lodge the officers of HM ships at their being in Chatham. In 1584 repairs were made to the lodge in Coinborough Field (probably the lodge attached to the Hill House Estate), a payment of 36s 8d was made for the setting up of a bay window in Hill House, the orchard was planted with apple trees, a quickset hedge on the banks was established and the sides of the bowling alley were raised. In 1587 Hy Smith carried out tiling and plastering of the ... *lodging of Matthew Baker ... also making an oven in the same and chimney at a charge of £16.*

In 1597 the Comptroller, William Borough, was accused of employing five labourers from the Yard ... *about the making of a bowling alley and the planting of trees*. In 1605 Thos Mashe of Rochester built a new storehouse in place of the old one adjoining the great kitchen in HM house at a charge of £44 and John Decreet and Thos Rock were paid 15s for colouring 30 lights in the new building of HM house. In 1612 John Chapman, Bricklayer, received 30s for ... *clearing a sink eight fathoms deep which receiveth the ullage of water from the payhouse.*

In 1618 the Navy Board posts of Surveyor and Comptroller were sequestrated and their duties entrusted to a Board of Commissioners until 1628 when the posts were restored. Thomas Norreys who acted as Surveyor from 1618, and Joshua Downing who held this post from 1618 to 1628, lived in the house built in New Dock used later by the Resident Commissioners. Hill House was the pay house and provided accommodation for the Officers who superintended the quarter pays. In 1621 appeared the items:

> *Bedding and other furniture for three chambers at HM Great House at Chatham Hill for the lodging and accommodation of the Commissioners of the Navy at their coming to the place on necessary occasions, viz, three slope bedsteads with testers, valence and curtains, three large feather beds and three green Irish rugs, jour pairs of fine blankets and three down pillows, three new wool beds, three mattresses with fringe lace buttons, curtain rods, £37 14s 2d.*

HILL HOUSE

Sir Guilford Slingsby who held the office of Comptroller from 1611 until he lost the post in 1618 must have purchased a lease of Hill House from the Leare family, for the rent was paid to him by the Navy from 1619. In 1623 a sum of £100 was paid to Sir Guilford Slingsby for the:

> *... purchase of his interest in a leasehold held by the heirs of Mr Leare from the Dean and Chapter of the great house at Chatham Hill wherein the Officers of the Navy formerly and now the Commissioners of the Navy use to lye for the special meetings there to attend the Quarter Pays .* [1]

The rent of £2 per year was paid later to the children of Mr Leare.

It would appear that the Porter of the Old Dock, Thomas Eason, lived at Hill House and his wife, Mary, acted as Housekeeper; her pay was £13 6s 8d a year. Old Dock was abandoned after 1639 and the Porter ceased to reside at the house.

The duties of the Housekeeper (Naval Tracts of Sir William Monson, Vol III) were:

> *He takes charge to look to the King's house at Chatham Hill and the officers' lodgings there, and the King's staff against their coming to the Pays and other meetings for the King's service. He keeps the orchard and garden belonging to the house in good order likewise.*

In the Accounts of 1628 is the item: Mary Eason, reward for sweeping 15 chimneys at 3d each, 3s 9d. In the Accounts there are records of payments made at the rate of £4 and later £6 per year to labourers for drawing water for the use of the Payhouse at Chatham.

The value of the property seems to have gone up during the Interregnum from £2 to £20 per year. An Order of 1653 stated:

> *Order in the Admiralty Committee on the petition of John Leare for the payment of rent for Hill House, Chatham, employed by the Navy and certified by the Navy Commissioners as worth £20 a year, that this rent must be paid from 25th December last and arrears according to the former allowance granted him.* [2]

After the Restoration, Sir Richard Head of Rochester appears to be the landlord of Hill House. In the Accounts of 24 June 1668:

> *... for half year's rent of Hill House, Chatham, employed for the use of the Principal Officers and Commissioners of the Navy at £20 per annum, £10.*

The house was beginning to want extensive repairs. Head declared that he could make £60 or £70 from the house but he was prepared to grant a 20 years' lease at £40 p.a., Admiralty to pay for repairs and alterations. The rent was not increased, however, for in 1681 when it was reported to the Pay Office that the Landlord of Hill House required £40 for rent, double the existing rate, the Navy Board threatened to quit and use HM house near Hill House as a Pay Office.[3]

1 The Quarter Pays were the periodic payments of Dockyardmen with Seamen. The Treasurer of the Navy sent the Paymaster and Clerks money by boat from London to Chatham to pay the wages once a quarter. The pay was supervised by Commissioners of the Navy. Ships' companies were also paid off in this fashion, but as a rule individual tickets were cashed at the Pay Office, London.
2 The estates of the Dean & Chapter were surveyed by Parliament in the period 1646/1660 and their sale was authorised. Their possessions were restored by Charles II.
3 There was at this period a cluster of houses between St Mary's Church, Chatham and Hill House. Among them was Chatham Rectory occupied by the Yardley family; a part of the Rectory buildings was occupied by the Clerk of the Ropeyard.

HILL HOUSE

After the Restoration, Abraham Charlton was appointed Porter and Butler, and Mary Amner, Housekeeper of the Payhouse. In the Estimates of 1664 appear the items: Porter at Hill House, £13 6s 8d (besides labourer's pay in the Yard).

Pepys lodged in this house when he visited the Dockyard. In an entry in his diary dated April1661, he wrote:

> *Then to Hill House at Chatham where I never was before, and I found a pretty pleasant house, and as pleased with the arms that hang up there. Here we supped very merry and late to bed: Sir William (Batten) telling me that old Edgebarrow (Edisbury) his predecessor, did die and walk in my chamber, did make me somewhat afeared but not so much as for mirth's sake I did seem. So to bed in the Treasurer's Chamber.*

In 1698 an inventory of all the buildings in Chatham Dockyard was prepared. The views of Hill House indicate a building having a ground and upper floor with three dormers facing Dock Road. The pay room projecting from the front appears to be an annexe to the original building .[1] The house was reconstructed in 1703 and the engraving after this date shows Hill House as a large detached building having seven first storey windows and three dormers in a steeply sloping roof.

During the rebuilding of Hill House the post of Housekeeper lapsed. On 16 December 1706, the Navy Board wrote to the Secretary of the Admiralty:

> *The Payhouse at Chatham being mightily gone into decay, it hath lately been repaired, enlarged and made more convenient for lodging members of the Board as formerly, when they go down to the pay and other services. It is necessary there should be a housekeeper to take care of the goods and keep the said house in order.*

From 1660 to 1686, Abraham Charlton filled the post of Porter and Butler at Hill House, and was paid £13 6s 8d per year. The post was a part-time one, details of which can be gained from an enquiry about the position by Captain St Lo, the Commissioner at Chatham. In answer the Navy Board wrote to St Lo on 13 August 1703:

> *We are to acquaint you that a person has been many years backward employed to look after the Hill House at Chatham at a small steady allowance and borne in the Yard at the same time, according to his quality, but not exempted either from his labour or call, but at such times only as his attendance was required at the said House, upon occasion of pays, or some member of the Board being there, upon that, or other services of her Majesty.*

As a result of the letter of 16 December 1706, Mrs Anne Crisp, daughter of Peter Pett (formerly Commissioner) and widow of Rowland Crisp, late Agent Victualler of Chatham, was appointed Housekeeper of the Payhouse and held the post until 1715 at a salary of £30 with an allowance of £15 for a maidservant. In 1710 Mrs Crisp complained that the usual allowance for cleaning material for HM Payhouse was inadequate. The yearly allowance of cleaning materials was then fixed at: worn kerseys, 10 yards; worn canvas, 20 yards; thrums, baskets, 4; double bucketts, 2; brooms, 2 dozen and a half; hand lanthorns 2 in lieu; shovels, 3; wood axe, one in lieu; nails 10 in, 2lb; 6 in, 2lb; 4 in, 1 lb. These were all issued from the stores and charged to Mrs Crisp for the use of the Payhouse and Stables.

1 See Inventory of 1698 (No 1) and Map of 1698 (No 2)

HILL HOUSE

Mrs Rebecca Pearse was appointed by warrant dated 5 February 1715/16:

> *... to be the keeper of the Payhouse at Chatham which you (the Commissioner) will be pleased to deliver her after she has done the duty required by law.*

This warrant was renewed on 11 August 1727 after the accession of George II. Mrs Avice Kestell, appointed in 1734, was probably the last Housekeeper of Hill House.

Hill House was used as a pay office and the Dockyard officers thought there was some danger of the seamen looting it one day. In 1713 the Navy Board were enquiring:

> *What watch is kept at the Payhouse when payments are made there, i.e. the number and the allowance paid to them.*

Commissioner St Lo informed them that for the past nine years when money had been at Hill House for the payment of the Yard or the Fleet, four of the Commissioner's boat crew watched at night for 18d a night each man, and two in the day. Prior to this the practice had been to employ four watchmen at night, and two labourers acting as watchmen, who were paid ls 1d each in the day. The Navy Board was very concerned with the increased charge, for the boat's crew would otherwise work in the rigging house on duty valued at Is 6d a day, and the Commissioner was ordered to ... *cause the old method to be observed in that affair.*

The Navy Board noted that as the Fleet was paid off after the Treaty of Utrecht in 1715, the need for the watch on Hill House would lessen and that if the watch could not be supplied by the Watch of the Yard, labourers would be required and ... *they must be paid the same allowance as Watchers and Warders in the Yard here.*

In 1746, Commissioner Brown wrote:

> *I have met with frequent insults from the common seamen, who have had their recalls at Hill House, but nothing ever came up to the present day, when about 300 of them could not be paid, the money not holding out. I therefore thought it proper to let them know that I expected more money down soon, but instead of their going away, followed me down as Jar as the Dock gate, and mistaking Captain John Hardy, for his brother Charles, who I had paid his wages for the* ***Jersey****, they fell fowl of him and beat him a most cruell manner, and it was a mute (sic) point in them, whether they would beat me or not.*

(Normally the men were paid off at the end of the commission. Some might miss paying off but were paid later at 'recall.' Men from the ships paid off at the Nore or in the Medway hung about Hill House waiting for the money that was provided from time to time for paying 'recalls.' Most commissioned and warrant officers had to pass their accounts before receiving their pay and were consequently paid at recall.)

In 1749, following the Visitation of the Lords Commissioners, Admiralty decided to let Hill House and use another building, less easy to storm by angry sailors, as a Pay office. Thus the pay office then moved close to the Commissioner's House [1] and in 1750, Hill House was leased to the Hon William Montague. Included with the house were:

> *... all those two field or closes of pasture land ... containing by estimation two acres be the same more or less situated laying and being on the north side of the said messuage ... and the free use of His Majesty's well for water situated and being in another close near the said messuage.*

1 See Development at the beginning of chapter 1.

The rent was £25 and the term of the lease was 31 years. The tenant was soon in arrears with rent, and the Clerk of the Checque at Chatham, Mr Colby, was reprimanded by the Navy Board for ... *letting the rent so long in arrear.*

The lease was transferred to Mr Champagne and about 1758 Hill House was opened as an Inn. The coach house and stables which were in the way of the work of the Ordnance were demolished. (These were on the East side of Dock Road.)

Royal Marine Barracks

In a Conveyance dated 2 January 1777 the remainder of the lease of Hill House was purchased from a James Gordon for the sum of £420; it was proposed to demolish the house to make room for a new Royal Marines' Barracks. In a Navy Board letter to the Secretary of the Admiralty dated 20 April1777, it was stated:

> *The Hill House field having been approved of by the Rt Honble the Lords Commissioners of the Admiralty as a proper place to build Marine Barracks upon and as we have purchased the remaining part of the lease and shall be in possession thereof at Midsummer next we have formed the inclosed plan ... The shaded part will contain two hundred men ... and the pricked lines show the buildings which may hereafter be erected for an increase to 600 Men and Officers . .. We propose ... to advertise for Proper Persons to contract for the said buildings, and we presume a regular Surveyor should be appointed to superintend the same.*

The accounts contain the item:

> *John Marguand, £570 for superintending the building of the Marine Barracks at Chatham, 17 November 1783 to 16 November 1784, at £200 per annum.*

The first occupation by Marines, previously billeted in the Medway Towns was on 2 September 1779. In 1782 there were 37 companies at Chatham each consisting of 140 privates; only a very small number of these men were accommodated in the Barracks, the remainder were still billeted in private quarters. Hill House was demolished about 1804. The map of 1856 shows the Barracks extending to Red Cat Lane with the Queen's Head Hotel and the Navy & Army Hotel [1] lying between the Lane and the Church. Further extensions of the Barracks led to the demolition of all this property in the 1860's.

In 1860 Admiralty gave directions for the extension of the RM Barracks [2] towards the Dockyard. This necessitated taking in a portion of the Dockyard including the official residence of the Master Ropemaker and part of the private garden of the Superintendent. The officers' quarters covering 1.04 acres were built in 1867 by Messrs Foord of Rochester. The 292 seat Globe Theatre was built in 1879. These properties were not used after 1961 and were pulled down in 1964.

The Royal Marines left Chatham in 1950 but the Central Pay & Records Office was based at Melville Barracks. The latter closed in 1960 and were purchased by Chatham Council. The buildings were demolished to allow the construction of blocks of flats. The RM Barracks, together with the adjoining Gun Wharf were sold to Messrs Palfrey in 1959 and were demolished.

An excellent account of Hill House is given by Frederick Cull, FRICS, 'Chatham - the Hill House (1567/1805)' Archaeologia Cantiana, Vol LXXVII, 1962, pp 95/110.

1 Sir William Jenner, the famous physician, was born in Chatham in 1815. His father kept the Navy & Army Hotel which adjoined St Mary's Church.
2 The carvings upon the walls at the entrance to the RM Barracks were believed to have been made by convicts in the 19th century.

HILL HOUSE

The outbuildings of Parsonage House, the home of the Yardley Family

The Yardleys lived at Chatham Parsonage, near Hill House. At the beginning of chapter 1 on Development, mention was made of Robert Yardley; he died in 1622 and was buried at Chatham. His widow, who later married Phineas Pett, the Commissioner at Chatham, received 13s 4d rent from Admiralty for the outbuildings of Chatham Rectory until 1629, when it was paid to her son, Edward Yardley.

The parsonage was subject to a Parliamentary survey about 1649 since it was part of the estates of the Dean & Chapter of Rochester Cathedral. The parsonage consisted of parsonage house, barns, yards, stables and 13 acres of glebe land which was let on 10 January 163819 to the Yardleys by the Dean & Chapterfor21 years at a yearly rent of£18 and two capons. The Surveyor considered the parsonage to be worth £81 16s above this
rent.

A petition dated December 1656 from Lieut Robert Yardley, son of Edward, to the Admiralty Commissioners stated:

> *My grandfather and father have for fifty years held Chatham Rectory, including a stable, two barns and a yard with buildings, from the Dean & Chapter of Rochester the lease of which was for 21 years, was dated 10 January 163819. The stable and barns being useful for the State the Navy Commissioners have had it at a rent of 13s 4d, but when of late I wished to take them back the Navy officers refused them.*

In January 1657 Yardley again petitioned about his right to the stables adjoining the pay house and asked for an allowance of rent and arrears.

After the Restoration and until the 1680's the rent paid to the Yardleys for the grounds and house adjoining Hill House was £5. A letter dated 31 August 1670 sent by Commissioner Cox to the Navy Board, enclosed an appeal from Robert Yardley:

> *I requested you on 6th November last to repair the north bay of the barn next to the pay house at Chatham Hill which has always been used for the service of HM, his father and his grandfather, and always excepted out of the parsonage lease granted to me and my predecessors by the Dean & Chapter of Rochester by their settlement temp Henry VIII and long before by the Prior and Convent of Leeds the North Bay was an appurtenance to the Payhouse. I beseech you to order the repair of the stables and coach house in the yard, etc.*

A certificate was enclosed by John Bayard and seven others that the North Bay of the great parsonage barn at Chatham Hill, next to the house of the late Warden and now HM Payhouse, had been repaired at the King's expense for upwards of 50 years and had continually been used by the Clerks of the Ropeyard and keepers to the Payhouse, etc, to lay in provisions of hay and wood.

Commissioner Cox sent with the letter a statement that he had seen Mr Yardley's and Mr Head's leases. He found that Head enjoys the great house, outhouses, barns and stables formerly used by the Navy Commissioners, and in Yardley's lease the North Bay of the barn was reserved for the use of Hill House.

In 1682, William Yardley claimed £12 p.a. rent for the house occupied by John Owen, Clerk of the Ropeyard. (see next page*) He stated that Owen's predecessor had lived in it for the past 50 years and that the King repaired it. In the Estimates of the 1680's appears:

Rent of house for Clerk of Ropeyard, £10.

HILL HOUSE

*(from previous page)

> There was a cluster of houses around St Mary's Church. Apart from the Pay office and the house occupied by the Clerk of the Ropeyard, there was another occupied by the First Assistant Master Shipwright. In 1681 it was proposed that the house of the Clerk of control ... be used by the First Assistant Master Shipwright on account of night tide work. He lives at present at His Majesty's house near Hill House.

In 1762 there were complaints about the well which supplied water to Hill House, the Parsonage, then occupied by Mr Justice Fletcher, and the Storekeeper's house on Gun Wharf.

(Mr R Foster had pointed out a difficulty concerning the location of the Queen's house. The 1688/98 maps of Chatham Yard show Hill House on the site of the house which was rebuilt in 1703. However, a 1633 map of the same area, now in Alnwick Castle, Northumberland, show 'His Majesty's House for ye Officers of the Navy' across the road on the east side of St Mary's Church, Chatham.)

CHAPTER

SUPPLY OF ORDNANCE

Upnor Castle

When the Navy Board was formed in 1.546 Sir William Woodhouse was appointed Master of the Ordnance of Ships and was responsible for the supply of guns and ammunition for the Navy. After 1569, however, the supply of ordnance stores for the Army and Navy became the responsibility of the Board of Ordnance. After the Restoration the establishment of the Board of Ordnance was headed by the Master General; he acted in two capacities: military, commander of the Artillery and Engineers, civilian, manager of the Ordnance Department. The office was held after 1683 by a soldier. In 1855 responsibility for the supply of ordnance was transferred to the War Department.

The Ordnance office had two depots at Chatham in the latter part of the 17th century; Upnor Castle, mainly responsible for the storage and supply of gunpowder, and Gun Wharf, mainly responsible for guns, etc.

After the Dutch raid of June 1667 it was ordered by Royal Warrant that Upnor Castle was to be kept up as a fort and in November 1667 Matthew Bayley was appointed to take charge of Upnor Castle, and its two adjoining batteries, obeying the directions of the Lord-General and those of the Master or Commissioners of Ordnance in what related to Ordnance stores. In 1688 it was ordered that the Castle was to be converted to a 'Place of Stores and a Magazine.' However, before this, barrels of gunpowder were being shipped by hoy from the Tower of London to Upnor. This powder was taken to the warships moored at Blackstakes or at the Buoy of the Nore.

In 1673 John Fortescue was appointed on the same terms as Bayley as 'Captain of Upnor Castle' but in the Ordnance Accounts he is referred to as the Storekeeper. Thus in 1672 appears the item:

> *Captain J Fortescue, Storekeeper at Upnor Castle, £80; Richard Cheltenham, Storekeeper at Chatham (Gun wharf), £80.*

For the new functions of the Castle, alterations were made to the structure, including the raising of the main building and the North and South Towers. The gun platforms on the roof of the main building were removed for this purpose. The South Tower of the Castle was the official residence of the Governor but he apparently never lived there. A house for the Storekeeper was built just before the end of the 17th century.

A circular letter sent to the captains of castles from the Duke of Monmouth in 1679, ordering each to render an account of his post, mentions Captain Mynors as Governor of Upnor Castle. However, in the Ordnance Accounts of 1685 appears:

> *Robert Mynors, Storekeeper at Upnor Castle, £80; Nicholas Cheltenham, Storekeeper at Chatham, £70.*

By 1692 the salaries for these men were £80 and£120 respectively.

Mynors kept his post after the Revolution of 1688 despite the fact that in the following year witnesses declared that Captain Mynors harboured Papists and that Thomas Thompson, an Ensign at Upnor Castle, drank damnation to the Prince of Orange in the 'White Hart' at Rochester. Mynors died in 1694, aged 54, and is buried in Frindsbury Church.

SUPPLY OF ORDNANCE

A survey made in 1691 showed that Upnor had the largest stock of gunpowder in the country; 5,206 barrels; the Tower of London had 3,692 barrels. In July 1745, there were 6,806 barrels of gunpowder stored at Upnor.

In 1695, Sir Thomas Taylor, Bt, was appointed in the place of Robert Mynors deceased. In official correspondence he was referred to as the 'Storekeeper.'

In 1718 the barracks to house the troops for the defence of the magazine were built, and later storehouses were built to the north of the Castle. These barracks, still to be seen, are an example of the earliest barracks in the country.

The Storekeeper in 1735 was John Baxter. He rendered a quarterly account of expenditure and the statement was taken to Rochester and sworn before the Mayor. In the Accounts this is noted as:

> *Travel to Rochester to clear the account ... 10s.*

The Storekeeper then went to the Tower to get an imprest to carry on for the ensuing quarter, an item of £1 for two days' travelling expenses incurred in going to the Tower appeared in this statement. As the claim for the Quarter, 31 December 1735 to March 1736 was for £44 16s 7d these expenses appear somewhat out of proportion.

In the expenses were two items: Henry Grainger was paid £1 for one Year's rent of the Middleton Battery, and Widow Sheaf was paid £1 10s for a year's rent of Birdsnest Fort.

The King's Tax and Land Tax were claimed periodically; for the first time in 1744, 12s was due for a half-year's Poor Rate on the King's house and garden. In 1746, 15s was paid to the Collector of Window Tax for the half-year's tax charged on the Storekeeper's house.

The chimney sweeping account for 1743 indicates that the forts were still in use. The total charge of 16s 6d for this was made up as follows: 6d for Gillingham Fort; 8s for the Storekeeper's house; ls 6d for Cookham Wood Fort; 1s for Howness Fort; 1s 6d for the Gunners'. Barracks; 1s 6d for the Soldiers' Barracks; 2s 6d for the Castle chimneys.

Conditions in the Castle were very primitive. A 1750 report shows that the method of lifting powder barrels into the magazine was similar to that employed in unloading coal boats. A rope was fastened at one end to the powder barrel and passed over a pulley. A labourer took hold of the other end of the rope and jumped out of the window. Eventually a windlass was installed in the magazine.

In 1778, Hasted wrote of the Castle:

> *... But now indeed for many years past, there has not been a gun mounted in it for service nor yet a platform. In the Castle there is a magazine of powder for the use of the Navy, etc, for the security of which there is an establishment of a Governor, Storekeeper, Clerk of the Checque, Master Gunner, 12 other gunners, etc. There is likewise an officers' guard of soldiers on detachment, which, with the rest of the forts on this river, except Sheerness, are under the command of the Governor, Upnor Castle. One of these is the fort called the 'Swamp' now the Birdsnest, but there has not been a gun mounted on it in remembrance, and the embrasures of earth have long since moulded away and are overrun with bushes and brambles. Another of them called Cookham Wood Fort, about a mile below on the same side of the Medway, is yet to be seen; but with all the guns dismounted and thrown on the ground, the shot, etc laying the Master Gunner's house just by, which, as well as the fort is becoming very*

ruinous. The gift of the Master Gunner's place, usually to some invalid, is in the Master-General of Ordnance; besides whom there is a Quarter-Gunner belonging to this fort. Rawness Fort, commonly called the Folly, is situated still lower down on the same side of the river, where there are no guns mounted, but there is a Master Gunner from Upnor Castle who lives in it for a week at a time, a boat being allowed for the transporting of such Gunner, and his provisions, weekly from Upnor for the service of the Navy.

The South Tower of Upnor Castle is allowed to the Governor for his house, at which, on account of its unfitness for his reception, he never resides; but there are near the Castle a very good barracks in which the gunners, soldiers, and the officer commanding on the spot, are well accommodated. There is likewise a good Storekeeper's house and garden.

(A print of the Castle dated 1780 shows the roofing over of the water bastion.)

Up to the middle of the 18th century gunpowder was made by private contractors. In 1759 the powder mills at Faversham were purchased by the Board of Ordnance; these were sold in 1825 and the government manufacture was concentrated at Waltham Abbey.

After 1827 Upnor Castle ceased to be a powder magazine and was fitted up as an Ordnance Laboratory. All stocks of powder were moved to the magazine to the north of the Castle. In 185617 another gunpowder magazine was constructed to the north of the Castle by a contractor, Joseph Biggles, whose tender for £25,750 was accepted by the War Department. A high brick wall surrounded the Castle and magazines and ·sentries were posted round it. Each sentry had a bell which he would ring every quarter hour calling: *'Number Post, all's well*.'

In 1864 a tremendous explosion of gunpowder occurred at Erith, and attention was immediately drawn, by letters to the local press, to the dangers of the proximity of the magazines of Upnor to the Medway Towns and the Dockyard. It was alleged that 30,000 barrels of powder were stored in the Castle magazines. Rochester Council presented a memorial to Earl de Grey & Ripon, HM Principal Secretary of State for the War Department, about this matter and similar protests were made by the authorities in Chatham. In December 1867 a deputation from Gillingham waited on General Freeman Murray to express concern, in view of the Fenian activities, about the dangers arising from the proximity of the Upnor Castle Powder Magazine. [1] In February 1869 the High Constable of Gillingham with other leaders from the Medway Towns again petitioned the Secretary of State for War for action on this matter and received promises.

As a result the gunpowder was moved by lighters to magazines at Purfleet. Only cartridges for the garrison and shells were then held at Upnor Castle. There was consternation again later when it was learnt that gun cotton was being stored at Upnor.

The War Department considered the building of a new magazine to the north of Upnor and the site proposed was Chattenden. There were barracks at Chattenden, built to house the School of Railway Engineering, and a standard gauge line was laid in 1872/3 connecting Chattenden and Upnor. In the magazine built at Chattenden the explosives were stored in structures of light construction rather than the heavy brick vaults. For the

1 During the 1939/45 War two bombs fell in the garden of SASO's residence in June 1941 doing some damage to the house. Between 1949 and 1951 some minor structural alterations were made to the Castle when the old doorways and the Sally Port in the curtain wall of the Castle which had been bricked up were unblocked and wrought iron gates fitted.

defence of the magazine two companies of the Magazine Establishment, 8 sergeants and 120 men, were accommodated in the barracks. In 1885 the railway was re-laid with a 2ft 6 in gauge track with steam locomotives to carry the explosives from Chattenden to Upnor. The railway was extended to Lodge Hill where another magazine was built. An additional rail track connected the magazine with Sharnal Street on the Gravesend and Port Victoria line.

The School of Railway Engineering was transferred to Borden in 1905 and the railway was taken over by the Admiralty in April 1906. It ceased to operate after 1961. Chattenden Depot was in use by 1887 and Lodge Hill Depot by about 1902.

Officers in Charge of Upnor Castle

1591	John Vaughan
1600	Sir John Trevor
1635	Sir Charles Howard
1640	Thomas Osborne
1642	Major John Brown
1653	Captain Thomas Harrison
1660	Thomas Writtle
1667	Matthew Bayley
1670	John Fortescue (S)
1684	Robert Mynors (S)
1695	Sir Thomas Taylor (S)
1696	Edward Rows (Edmund Rouse) (S)
1703	Edward Hastings (S)
1718	John Webb (S)
1745	John Turner (S)
1758	John Parr (S)
1758	Edward Wilks (S)
1776	Thomas Hodgson (S)
1785	D Jones (S)
1788	J King (S)
1795	J McCormick (dismissed from service with the Clerk of the Checque) (S)
1798	D Onion (S)
1800	J Sicklemore (S)
1822	T W Newnham, Deputy Storekeeper
1831	J Shepherd, Deputy Storekeeper
1860	W Morris, Assistant Military Storekeeper
1860	WT Foster, Assistant Military Storekeeper
1861	W T Foster, Assistant Superintendent of Stores
1866	G C Holden, Assistant Superintendent of Stores
1869	H Bagnall, Deputy Commissary of Stores
1871	J Herepath, Assistant Commissary of Stores
1874	J C Murray, Deputy Commissary of Stores

Governor

1735	John Guise
1755/75	William Deane
1775/78	James Murray
1778/84	William Browne
1784/1816	Jeffrey Amherst
1816/35 [1]	Alexander Lawrence

S = Storekeeper

1 There appears to be no appointment of a Governor after 1835

Officers in Charge of Upnor Castle continued

1880 G A Jolly, Deputy Assistant Commissary General of Ordnance
1881 G A Jolly, Assistant Commissary. (Buried in Upnor Churchyard)
1889 Major F 0 Leggatt, Assistant Commissary
1891 Captain W B Brabazon, DNOO. (Establishment transferred to Admiralty 9/5/1891)
1891 Captain H M Aplin, DNOO
1901 Lt-Col C H Ozanne, DNOO (promoted Naval Ordnance Officer 1907)
1914 WI James, NOSO (Title changed to Armament Supply Officer)
1919 G E Woodward, CBE, SASO
1922 J Wedlake, MBE, SASO
1922 A WE Burton, ISO, SASO
1931 S J Syrett, ISO, MBE, SASO
1937 R A Lawson, SASO
1938 S Evans, SASO
1951 A J Atkins, OBE, SASO
1959 P R Oddy, SASO
1962 W H Everitt, DASO

Gun Wharf

The Old Dock was leased in 1649 to Richard Isaackson [1] at the annual rent of £18 for a term of 21 years. It was said that the land was lying waste many years before that date; the wharf had been used for storing ordnance in 1631. The Yard was not used by Isaackson for ship repairing or painting. It was probably used as a brewery, for it is recorded in a Survey of Royal Estates of 1652 that Isaackson had spent ... £300 or upwards. on a malting house, the improved rent at the end of the lease being valued at £14 above the initial figure. The residue of the lease was purchased in 1656 and later transferred to the Ordnance Office who took over the Old Dock and gradually converted it into the Old Gun Wharf. Major John Brown of Upnor Castle was appointed Deputy Storekeeper of the Ordnance at Chatham at £50 per year, 16 February 1657/8.

In 1677 Commissioner Beach reported to the Navy Board:

> *There is more three feet or more of wall at the Old Dock which is fallen down which I proposed to be repaired last summer. But in regard the Officers of the Ordnance undertook it, it must be left to them, but it is very dangerous and inconvenient. The remaining part of the wall which is against Mr Ruffhead's forge and shed and Mr Burton's shop must be supported by repairing of it in some places.*[2]
>
> *The estimate for... wall near Mr Burton's shop ... by the Anchor Forge at the Old Dock which we are obliged to repair was £14.*
>
> *Another letter stated: The officers of Ordnance have sent their instruments here to cause the wall at Old Dock where the guns lye to be repaired.*

1 In the 1639 Accounts appears the items: John Lowdale, freemason, for laying 750 sq ft of stone at the Payhouse; Philip Ward and Richard Isaacson, Painters, for sundry painted work at the Payhouse, £16 13s 1112d.
2 Mr Ruffhead was the Anchorsmith and Mr Burton the locksmith of Chatham Yard.

SUPPLY OF ORDNANCE

A Map of 1708 shows a single large building 820 feet long, a two-storey structure on the river side and a single storey building on the uphill or land side. Shortly after 1708 the long store house was demolished and replaced by a new one, the Grand Storehouse, a two-storey building, 350 feet long. Possibly at the same time or within 10 years a smaller250 feet, two-storey building was built to the north. In 1717 the Grand Storehouse [1] was remodelled as the 'New Storehouse,' a much more majestic three-storey building. The two storehouses are shown in outline on Lempriere's Map of 1719, together with the Storekeeper's House,[2] the carriage store and the carriage shed. Chatham Mill was a short distance away from the latter building.

The Ordnance Office started to enlarge Gun Wharf by extension southwards. The old mill pond and the Town Mill were acquired between 1715 and 1740 and the reclamation of land was undertaken. Further reclamation took place between 1810 and 1815 of the river bank between Rats Bay to the point where the Wharf changes from a perpendicular wall to a sloping concrete wall. The area covered by the concrete sloping wall was reclaimed at some time between 1896 and 1914. When the mill pond was reclaimed the Brook was converted into a culvert which crossed the Paddock, ran parallel to Dark Lane and discharged into Rats Bay.

Mention has been made in the section on Upnor Castle of some of the Storekeepers in the late 17th century and their salaries which had risen to £120 a year. One of the storekeepers from a distinguished family was George Musgrave. In St Mary's Church, Chatham, there is a memorial to George Musgrave, Storekeeper of Ordnance, who married Sarah, daughter of Benjamin Rosewell, the Master Shipwright of Chatham, and three sons, Joseph, Thomas and George. He died 5 February 1751 at the age of 69. He was a son of Sir Christopher Musgrave, 4th Baronet. There is a Musgrave memorial in the church of St Peter & St Paul, Borden, Kent, to George, the youngest son of George Musgrave, Esq, formerly Keeper of HM Ordnance Stores at Chatham, and grandson of Sir Christopher Musgrave, Baronet of Eden Hall, Cumberland.

In 1751 the post of Storekeeper was held by Charles Petley; he inherited property at Riverhead, Sevenoaks. The holder of this office in 1755 was Thomas Baker; during his term of office the first fortifications were constructed at Chatham. He was impressed with sums of money from £300 to £1,000 on account of these works.

The next was John Parr who had been Clerk of the Checque at Woolwich from 1751 to 1755 and was then appointed Storekeeper at Upnor Castle. In 1757 he was transferred to Chatham which had become the administrative centre for the Ordnance Office in this district. In one letter he was instructed by the Board of Ordnance to go to Upnor Castle to examine a complaint of the Master Gunner against Robert Kervill, Gunner. John Parr has a memorial tablet in Rochester Cathedral, recording his death 21 March 1792, aged 76.

In the office of Ordnance at Chatham at this time were John Parr, Storekeeper; Mr Middleton, Clerk of the Checque; Mr Peckham, Clerk of the Survey; and two clerks. In 1762 these were required to provide bonds and named sureties. Among the duties of the Clerk of the Checque was the drawing up of the pay list of the workmen each month. This was certified by the Clerk of the Survey, and the actual payment was made by Mr Parr, the Storekeeper.

1 The Grand Stores (Vanbrugh) and the Storekeeper's house were scheduled as buildings of architectural and historical interest, but permission was given in 1964 for the demolition of the former.
2 The Storekeeper's House was finally converted into a public house. 'Command House' in 1978.

SUPPLY OF ORDNANCE

Hasted has given a description of Gun Wharf in the first half of the 18th century:

> *The storehouse and wharf for the use of the ordnance are situated on a narrow slip of land below the chalk cliff on the north side of the town between the church and the river. This is usually called the Old Dock, from it having been the original royal naval yard till King James, in the year 1622, finding it too straight for the growing service of the navy, as it had then in it only one small dock, removed the naval yard to its present adjoining situation, and assigned this to the use of the office of ordnance, to which it continues at the time appropriated.*
>
> *The guns belonging to the royal shipping in the river are deposited in the wharf on long tiers, and large pyramids of cannon balls are laid up on it, ready for service; there is likewise a continued range of storehouses, in which are deposited the carriages of the guns and every other kind of store usually under the care of this office. In one of them is a small armoury of muskets, pistols, cutlasses, pikes, poleaxes, and other hostile weapons arranged in proper order. This department of the Ordnance is under the management of a Storekeeper, who has a good house to reside in, a Clerk of the Survey and a Clerk of the Checque, who have each handsome salaries and separate offices to transact their business in, and two extra clerks, besides other inferior officers and labourers.*

In the disarming of warships, usually at Sheerness, powder was taken from the ships by hoy or lighter to Upnor Castle Magazine whilst guns were taken to Gun Wharf. The hatches of the hoy taking the Ordnance stores were locked in the presence of the CO of the ship and the keys sealed up and handed to the master of the hoy. He in turn produced them to the ordnance officers at the Gun Wharf. The gunner of a ship, for the signing of store notes, had to attend at the Gun Wharf, or if for ammunition, at the depot at Upnor. In 1763 the local office was requesting an additional hoy to disarm the ships at Blackstakes near Sheerness.

Details from the Court Register: 1793; *Ordnance Board Chatham*

Storekeeper	W Smith	£140
Clerk of the Survey	W m Sumpter	£130
Clerk of the Checque	N Cooke	£110
Surgeon	T W Andrews	£63 17s 4d
Clerks	T Rudyard	£60
	S Nicholson	£60
	J L Cowell	£50
	J W Pennal	£50
	Upnor Castle	
Storekeeper	John King	£80
Clerk of the Checque	(vacant)	£46 15s

The duties of the Board of Ordnance were passed to the War Office in 1855.

In 1869, Gun Wharf was made the central depot for military stores for the districts at Chatham, Maidstone and Gravesend. Mr Holden, Assistant Superintendent in charge at Upnor, was appointed Commissary of Stores at Gun Wharf whilst Mr Bagnall, Deputy Assistant Superintendent of Stores at Gun Wharf was appointed at Upnor with the title of Deputy Commissary of Stores. In the 1870's it became customary for an officer, with the rank of colonel, to take charge of the Ordnance Depot at Chatham.

SUPPLY OF ORDNANCE

The change in the system of Ordnance supplies to the Navy

Up to 1891 the War Office made arrangements for the provision, storage, upkeep and supply of armament stores to the Navy, although Admiralty made financial provision for them. In 1891 the Navy assumed responsibility for the supply of armament stores and the Armament Supply Department was formed; it was then known as the Ordnance Store Department before its title was again changed in 1919. In 1908, as a result of representations by Admiral Fisher, the inspection of Naval Ordnance was transferred from the Army to the inspectorate of Naval Ordnance.

As a result in 1891, Gun Wharf was divided into two parts: north of the landing steps was the Naval Ordnance Section (sold to Palfreys in 1959); south of the steps was the Army Ordnance Section, renamed Army Gun Wharf, (and acquired by Chatham Corporation in 1959).

Upnor Castle and the Depot were transferred to the Admiralty in 1891 and the Gun Platform and Castle Yard of Upnor Castle were used as Proof Yards - a practice discontinued by stages after 1921. The Magazines at Chattenden and Lodge Hill were later transferred to Admiralty and were then guarded by Police.

Reference is made in chapter 18 (Hulks in the Medway) to the storage of explosives in hulks moored in the river.[1]

Explosives brought from Lodge Hill and Chattenden Depots by rail to Upnor were carried to the ships at Sheerness by lighters. The Depots were also connected to Shamal Street on the Gravesend to Port Victoria line. In the Second World War an Ordnance Depot was established at Grain, roughly on the site of the old Naval Seaplane base which was in use in the First World War. This allowed ships entering Chatham Yard for refits to unload · their ammunition and rearm when leaving.

When the Ordnance Department of Admiralty was formed in 1891, the officer-in-charge of the district, an ex-military ordnance officer, made his headquarters at Gun Wharf and lived in Gun Wharf house. The second officer in the district, also transferred from the War Department, was in charge of the magazine side and lived in the Storekeeper's house at Upnor.

When the Naval Ordnance Depot was formed at Chatham the hours of labour were:

March to	First 5 days	6-8 am 8.40 am to 1 pm	2-5.30 pm	(9.50 hours)
October	Saturdays	6-8 am 8.40 am to 1 pm		(6.20 hours)
November	First 5 days	7 am to 1 pm	2-5pm	(9 hours)
& February	Saturdays	7 am to 1 pm		(6 hours)
December	First 5 days	7.30 am to 1 pm	2-4.30 pm	(8 hours)
&January	Saturdays	7.30 am to 1 pm		(5.5 hours)

Check for Absence

	Absent from 1st call	1/4 day checked
	Absent from 1st & 2nd call	3/4 day checked
	Absent from 1st, 2nd & 3rd call	1 day checked
March to	Absent from 3rd call	1/2 day checked
October	Absent from 2nd call	1/2 day checked
	Absent from 2nd & 3rd call	3/4 day checked
	Absent from 1st & 3rd	1/2 day checked
	If not more than 15 mins late at any call	1/8 day checked

1 In addition to the magazines also transferred to Admiralty was the Leonidas for storing naval mines and wet gun cotton.

Check for Absence

	Absent from 1st call	$^3/_4$ day checked
November	Absent from 2nd call	$^1/_2$ day checked
to February	If not more than 15 mins late	
only	at any call	$^1/_8$ day checked
	If not more than 30 mins late	
	at lst call	$^1/_4$ day checked

(1) Any man who goes away from his work without sufficient reason, or without leave will be at once reported for neglect of duty. Any man frequently checked for absence will be specially reported to the Naval Ordnance Officer.

(2) Tickets are distributed to all employees as follows:

1st call thus ◯
2nd call thus Ⓐ
3rd call thus Ⓑ

These will be deposited at each call in Box at Police lobby Main Gate. The police constable will remove the boxes 5 minutes after the bell has ceased to ring at each call.

(3) The bell will ring at the hours for leaving the Gun Wharf, and no man is to leave his Section until the bell rings.

(4) All reports of Hurt of Sickness are to be made through the respective Storeholder, Master Artificer, Master Armourer, or Wharf Foreman, under whom the men are working, who will obtain the necessary Sick Report from Cash Branch. Men who absent themselves from duty on the plea of sickness without going through this course will render themselves liable to have their pay checked.

(5) Should an accident occur it is to be reported at once to the Naval Ordnance Officer.

(6) The above orders to come into force on 1st November 1891

Chatham
16/10/91

Signed H A D Hain,
Major,
Naval Ordnance Officer."

The 48 hour week started in 1894 and the new working hours were:

1. The normal working week in future will be of an average of 48 hours throughout the year.
2. The following hours will be worked from this date inclusive and are applicable to all subordinates except writers.

Jan	1-15	7.45 am to 4.15 pm	Saturdays	7.45 am to 12.45 pm
Jan	16-31	7.45 am to 4.30 pm	Saturdays	7.45 am to 12.45 pm
Feb	1-29	7.30 am to 5.00 pm	Saturdays	7.30 am to 12.30 pm
Mar 1-	0ct 1	8.30 am to 5.30 pm	Saturdays	7.30 am to 12.30 pm
Oct 19-	Nov 10	7.30 am to 5.00 pm	Saturdays	7.30 am to 12.30 pm
Nov	11-30	7.45 am to 4.30 pm	Saturdays	7.45 am to 12.45 pm
Dec	1-31	8.00 am to 4.15 pm	Saturdays	8.00 am to 1.00 pm

Dinner hour 12.30 to 1.30 pm first five days of the week.

The bell will ring for 5 mins, commencing 10 mins before time for beginning work; and at the time for leaving off.

3. All tickets must be deposited in the box by the time named for commencing work.

4. The hours for ceasing work will be the time of the men leaving the shops, storehouse &c where actually employed.

5. Payment of wages will be made immediately after ceasing work on Saturdays.

6. No time will be worked up for holidays. If Depot is closed, men under Admiralty Regns. will not receive pay and those under W.D. Regns. will have the day counted against Annual Leave.

7. The four Public Holidays with pay will continue.

8 Check for absence with or without leave will be:
- (a) First five days of week - 1 day (each)
- (b) Saturdays - 3;4 day, provided full time worked during previous 5 days, but if not, then counted a whole day.
- (c) Forenoon or afternoon (except Saturday) - $^1/_2$ day
- (d) If not more than 15 mins late at any call - $^1/_8$ day

9. Overtime:
On ordinary days- each hour counts $^1/_8$ day
On Sundays and holidays each hour worked will be paid at double rate.

Signed H A D Hain
LtCol
Nav Ordce Officer
9 Nov 1894

The above does not apply to Writers. HAD H."

The system of taking up and depositing tickets was altered in 1895. The place of Call was the Timekeeper's Office where the men picked up their tickets. These were deposited in boxes in charge of the Foreman. Just before the time for ceasing work the Foreman distributed the tickets to the men. The tickets of absentees were passed to the Timekeeper.

A weekly report of all employees absent for any cause (except duty) was sent to the Cash Office, not later than 3 pm on Thursdays. A report was made by the head of each section to the Cash Office by 3 pm daily showing employees absent on duty, and where at work.

This order authorising the change was signed by ANOO Supervisor, Cashier, Storeholders, Master Artificer, Master Armourer and Timekeeper.

Whilst the Naval Ordnance Officer lived at the old Storekeeper's house on Gun Wharf, the Deputy Assistance Director Ordnance (DADOS), the officer responsible for the Army Section, lived at the Chief Ordnance Officer's house now occupied by a department of Chatham Council

Naval Ordnance Officers

Major H A D Hain	1891/1899 (Lt Col 1893)
Lt Col E J de Salis	1899/1913
Lt Col F G Edyvean	1913/1919 [1]

1 His daughter kept a well known school for commercial subjects on Star Hill, Rochester.

SUPPLY OF ORDNANCE

Superintending Armament Supply Officers

From 1919 the Royal Navy Armament Supply Department was administered by civilian officers. The Superintending Armament Supply Officer (SASO) moved to the Lodge Hill office and lived in Upnor House, whilst his deputy lived in Gun Wharf House.

The responsibilities and duties of SASO's were:

1. Receipt, storage, supply and issue of any work on naval armament stores.
2. Armament, Mine and Torpedo Depots.
3. Associated ships and craft, road and rail transport.

In 1959 Gun Wharf was closed officially; in November 1961 the keys of Upnor Castle were handed over by SASO, Mr Oddy, to Col M B Adams, Acting Commandant of the SME & Chatham Garrison, and in turn handed over to Mr M W Bennett, Under Secretary of the Ministry of Works. Mr Burton had begun to use Upnor Castle as a Naval & Military Museum during his period of office; official approval was given to this in 1945. The Castle is now open to the public.

The service of the RN Armament Depot was required after the closure and a small staff of specialists examined, adjusted and repaired all ships' armament when the ships were in the Yard. Arrangements were made for the supply of armaments and ammunition from Portsmouth. The supervision or the loading and unloading of ammunition was the responsibility of the depot. In charge of the RNAD in 1966 was the DASO who lived at Richmond Lodge at Upnor.

In December 1966 the Armament Supply Department was integrated with the RN Supply and Transport Service.

CHAPTER 23

ADMINISTRATION OF THE ROYAL NAVY

Lord High Admiral, Board of Admiralty, Navy Board, Finance, etc

In charge of the whole of the Royal Navy was the Lord High Admiral, or when this office was in commission, the Board of Admiralty, comprising Lords Commissioners for executing the office of the Lord High Admiral.

The actual administration of the Navy was carried out by a number of subordinate Boards, the Navy Board, and the Boards for Victualling and Sick and Wounded, etc. The most important of these Boards was the **Navy Board** composed initially of four Principal Officers, the Treasurer of the Navy, the Comptroller, the Surveyor and the Clerk of the Acts, formerly known as the Clerk of the Ships.

The Treasurer of the Navy negotiated directly with the Exchequer for money to run the whole organisation and at first headed the Navy Board. The **Comptroller** was responsible for checking the spending of this money; wages to the seamen and civilian employees, payment of bills of contractors, etc. He audited the Treasurer's accounts and those of the Victualling Office.

The Surveyor was responsible for the construction and maintenance of ships and dockyards, including the stocking of naval materials in the yards and their supply to the Fleet, moorings, etc. Initially the Surveyor's duties were more the actual survey of all ships in harbour, together with their cordage, sails, anchors etc, as well as those items under the charge of the Storekeepers in the yards. He was also responsible for checking the issue and receipts of stores. Until the appointment of Phineas Pett, the Surveyor of the Navy lived at Chatham Yard.

The design and building of warships were the responsibilities of the Master Shipwrights. After 1672 Master Shipwrights were appointed to the post of Surveyor and the design of ships became, to a large extent; the duty of the holder of this post. The office of Surveyor of the Navy became the highest position that a shipwright could hope to attain. The Surveyor was responsible for periodic reports to the Lord High Admiral on the construction and maintenance of ships. He normally received the benefits of apprentices trained at Deptford Yard.

The Clerk of the Acts acted as Secretary to the Navy Board. Two Clerks are associated with Chatham: Peter Buck and Samuel Pepys, The former was Keeper of the Prick and Checque at Chatham Yard from 1582 to 1596. In 1596 Benjamin Gonson, Junior, and Peter Buck were appointed jointly Clerk of the Ships with reversion to the longest liver. Gonson died in 1600 and Buck held this office until his death in 1625; he was knighted in 1604. Samuel Pepys, the famous diarist, is mentioned in other sections of this work.

The duties of the Clerk of the Ships were defined in 1628:

> To provide and take up either by commission or warrant such necessary provisions of all kinds as shall be wanting in the Navy and directed by the common counsel of the officers to be provided by him.

To agree with the owners for the land and water carriage of all provisions to be sent to the ships that the King may be not subject to the casualty of transportation.

To keep a journal of all letters, instructions, commissions, warrants, orders, contracts and proceedings of the officers and to call upon the dispatch of all such business as were formerly propounded and not resolved.

To be present and assist at all general pays and surveys and to join with the rest of the principal officers in examining and signing all bills and accounts.

Clerks of the Acts

1600 Peter (later Sir Peter) Buck [1]
1625 Denis Fleming [2]
1639 Thomas Barlow
1660 Samuel Pepys (jointly with his brother John 1673)
1688 John Southern
1689 Charles Sergison
1701 Samuel Atkins
1719 Tempest Holmes
1726 Thomas Pearce [3]
1743 John Cleveland
1746 Robert Osborne
1747 Daniel Devert
1761 Timothy Brett
1761 Edward Mason
1773 George Marsh
Office abolished 2nd August 1796.

When the Navy expanded these Principal Officers were assisted by Commissioners and details of the duties of Commissioners resident in the Dockyard are dealt with elsewhere.

The Lord Admiral dealt with such matters as the disposition of ships and fleets, and appointment of officers and the issue of their commissions and warrants, and had overall responsibility for the Royal Navy. He would order the Navy Board to build new ships when required, merely giving the general particulars of size, complement and number of guns. The Navy Board would be responsible for the design and building of such ships and for the maintenance of those already built. This Board also supervised the Dock and Ropeyards and arranged for the supply of naval stores. The Navy Board kept the accounts and by means of Muster Masters and Clerks of the Checque mustered the men on board ships from time to time to see that Captains and Pursers were not conspiring to draw pay for non-existent sailors; it was also responsible for the paying off of ships.

1 The arms of Sir Peter Buck: Argent bend azure cotized wavy sable three mullets or.
2 See Constructive Department, chapter 5.
3 Pearce lived at Boley Hill, Rochester. He must have been a wealthy man, for he purchased Holloway Court, Snodland, from the eldest son of John Conny of Rochester. (See Medical Officers, chapter 12)
His name appears on a list of 'Subscribers & Proprietors of the Navigation of the River Medway'
15th August 1740. 'Thomas Pearce, Esqre, Commissioner of the Navy. Subscribed £500. First call 10%.'

ADMINISTRATION OF THE ROYAL NAVY

Henry VIII founded his Navy on assets such as the wealth of the dissolved monasteries, but the building and maintenance of the royal ships proved a strain on the purse of his successors. The Lord High Treasurer was vitally interested in the way money was spent on the Navy and gradually exercised great control in this matter. After 1557 he was empowered, on the advice of the Lord Admiral, to determine the annual expenditure of the Navy. For the cost of the Navy ashore, known as the ordinary charge, £14,000 was allowed; this included new construction as well as repairs and ordinary expenses, and:

.

> *... if her highness's pleasure be to have said ships or any of them put to sea in fashion of war, the charge thereof is extraordinary and not to be attempted with the aforesaid ordinary of £14,000.*

Soon after the cost of new building and major repairs became extraordinary charges to be paid, like sea charges, as needed. The allocation for ordinary expenses soon diminished and by 1564 it had fallen from £14,000 to £6,000. After 1557 the Treasurer of the Navy received payment in gross from the Treasury, assuming the money was available, instead of, as formerly, by warrant for each separate item. Details are given in the Section on Development of the contracts between the Crown and Hawkins, Pett and Baker, on the maintenance of the ships at moorings. An annual statement of the accounts of the Navy had to be declared before the Lord High Treasurer; these Declared Accounts are quoted frequently in the text of this history.

The Treasurer of the Navy, whose name is linked with Chatham, is the famous Elizabethan, Sir John Hawkins, appointed to office in 1578. He was largely instrumental in founding two great naval charities: the Chatham Chest and the Sir John Hawkins' Hospital, Chatham. (See Charities, chapter 17)

With the coming of the Stuarts, the power of the Lord High Treasurer increased to such an extent that the Treasurer of the Navy became merely a link between Treasury and Admiralty. The Treasurer of the Navy seldom attended Board Meetings and the Comptroller took his place as the most important member of the Board. The post of Treasurer of the Navy, highly paid, became a reward for political services; the actual duties were carried out by his subordinate, the Paymaster. The Treasurer of the Navy was severely criticised by the Commission of Enquiry into Fees and Perquisites, 1785/8. He had been allowed to pay money received from the Exchequer into a private account and to draw interest as a perquisite. The salary for the post had always been high, £2,000 before 1785, and the Treasurer had also received poundage. In 1785 the Treasurer's funds were transferred to the Bank of England and the salary increased to £4,000.

During the reign of James I, the strength and efficiency of the Navy was undermined by the employment of inefficient and corrupt officials. The Navy Board was investigated by a Commission of Enquiry in 1618, and as a result the Surveyor, Sir R Bingley, and the Comptroller, Sir Guilford Slingsby, were discharged from their posts. Their duties were entrusted to a Board of Commissioners amongst whom were Sir John Coke (£300 p.a.), William Burrell, Shipbuilder of the East India Company (£300 p.a.) and Thomas Norreys (£200 p.a).[1] Of the 43 vessels on the Navy List nearly one half were found to be practically useless and it was ordered that 10 new ships were to be built by contract within five years under the supervision of Burrell at Deptford.

The Duke of Buckingham was appointed Lord High Admiral by patent in 1619, purchasing the office from Lord Howard of Effingham, the Armada veteran. In 1628 Buckingham was murdered and to relieve the financial distress of the widowed Duchess the duties of the Lord High Admiral were performed by a Committee of the Great Officers of the Crown, whilst the emoluments from the judicial side of the office passed to the Duchess. This lasted until1638 when the Duke of York was made Lord High Admiral.

1 See Resident Commissioners at Chatham in chapter 2.

In 1628 the four Principal Officers resumed office under first, the Duke of Buckingham until his death, and thereafter under the new Lords of the Admiralty who were very dependent on the capacity of the Principal Officers.

Until 1628 William Burrell was in charge of all shipbuilding, but in 1629 he and Phineas Pett were made Assistants to the Principal Officers. Burrell died in 1630; Phineas Pett was appointed a Commissioner 'for the government of the Navy' resident at Chatham. Pett was the first to hold such an appointment, but the practice was extended to other ports later; Deptford and Woolwich, except for the period 1744 to 1749, were under the control of the Navy Board in London.

When the Civil War broke out, Parliament took control of the Navy and administered it by means of Committees. Subordinate to the Parliamentary Committee was a Board called the Commissioners of the Navy and Customs, whose work was mainly financial, and the functions of the Principal Officers, except the Treasurer's, were performed by a body known as the Commissioners of the Navy. After 1649 the Lord High Admiral, the Earl of Warwick, appointed in 1642, and the Parliamentary Committee, were replaced by the Admiralty Committee of the Council of State, and the duties of the Commissioners of Navy and Customs were taken over by the **Commissioners of the Navy**.

From 1653 the Admiralty Committee and the Commissioners of the Navy became the Commissioners of the Admiralty and Navy who, with Blake and other 'Generals at Sea' as members, administered the Navy.

Both Phineas and his son Peter Pett were Commissioners of the Navy.[I] From 1638 to 1648, Sir William Batten was the Surveyor; he was the first to be appointed 'during the pleasure' instead of by patent for life. He held command at sea whilst in this post. In 1648 he revolted against the Parliamentary side and was followed in office by John Hollond, who had entered the service in 1624 as a clerk to Joshua Downing.[2] He was appointed Paymaster of the Navy in 1635 and Surveyor in 1649. He is noted for his criticisms expressed in his 'Discourses on the Navy.' After 1654 until the Restoration, there is some doubt about the holder of this post; it may have been Peter Pett of Chatham.

After the Restoration in 1660, the Duke of York held the office of Lord High Admiral until1673, when by the Test Act he was prevented from doing so. The Navy Board was restored and Batten was reappointed Surveyor of the Navy; he was MP for Rochester in 1661. The Clerk of the Acts was the diarist, Samuel Pepys. Besides the four Principal Officers, there were other members, known as Commissioners, including Peter Pett, Resident Commissioner at Chatham. In 1664, Resident Commissioners were appointed to Portsmouth and Harwich.

The Comptroller had overall responsibility for the finances of the Navy. He had to attend all pays, either personally or by deputy, to supervise the framing of contracts for buildings and stores, and to audit the accounts of the Treasurer of the Navy. Three of the Commissioners assisted him in his audit work; the Comptroller of Victuallers' accounts, the Comptroller of Treasurer's accounts and the Comptroller of Storekeepers' accounts.

Victualling, after experiments in managing the business by contract, was put into commission in 1683 and remained in that form until1832. The Victuallers' accounts were scrutinised by the Comptroller of Victualling Accounts before they reached the Treasurer of the Navy. In 1680 Phineas Pett was appointed to this office after twenty years as Master Shipwright in Chatham Yard. In 1686 he was transferred back to Chatham as Resident Commissioner.

1 See Administration, chapter 2.
2 See Administration, chapter 2.

James II came to the throne in 1685 and in 1686 a Special Commission was appointed for naval reform. Pepys, appointed the Secretary to the Admiralty in 1684, became a driving force behind this movement. Some of his descriptions of the Master Shipwrights at this period have been quoted in this history .[1] Pepys retired when James II went into exile.

Board of Admiralty

William III appointed Lord Pembroke, a moderate Tory, to the post of Lord High Admiral, to avoid party control of the Navy, and at the accession of Queen Anne, her consort, Prince George of Denmark, was appointed to his post. After his death in 1708, Pembroke was again appointed Lord High Admiral, but resigned after a short period because he could not work with the Whig Ministry. The post was then put into Commission and a Board of Admiralty, constituted by the First Lord (First Commissioner) and six subordinates, was appointed to execute the office of Lord High Admiral.

The general election of 1710 when the Tories were returned, marked the emergence of government on party lines. The Admiralty Board members had to be politically acceptable to the party in power.

'Admiralty' Members of Parliament in Rochester

One Tory member of the Board was Vice-Admiral Sir John Leake, MP for Rochester from 1703 to 1713 in three successive Parliaments. He acted as chairman of the Board of Admiralty from 1710 to 1712 in the absence of the Earl of Strafford, serving as plenipotentiary at Utrecht. When the Whigs were returned to office on the accession of George I in 1714, Leake was relieved of his membership of the Board.

Rochester, where more than 600 Freemen had the franchise was traditionally an Admiralty or Crown seat. Dockyard and Ordnance workmen and contractors who were Freemen of the city could often be persuaded to cast their votes for candidates sponsored by the government, which usually had enough votes to control one seat at least out of the two.

Sir John Leake, brother-in-law to the Chatham brewer, Mr Best, was persuaded not to contest the election at Rochester. The Recorder of Rochester, Francis Barrell, wrote to Sir John on 17 January 1714/15: -

> *Since I had the honour to write last to you, there have been eight new Freemen made, which now swells the number of new levies to about seventy. And as we are informed there are about thirty of our Freemen newly entered in the ordinary, and the Commissioners' barge had made room for a great many more.*

Commissioner Matthews recommended to the Navy Board one Charles Leaper for the oarmakers' contract in Chatham Yard:

> *As this man, a Freeman of Rochester, and I really believe, a good workman, was thoroughly recommended to me, before I rec 'd your letter . . . recommending Andrew Johnson (with whom, but for the strengthening of the Navy interest in the City of Rochester I should therefore have ... contracted) I hope you will please to permit me to contract with the said Leaper.*

1 Pepys was anxious to secure the appointment of Sir Anthony Deane as head of the Special Commission for reorganising the Navy and possibly denigrated the characters of the Master Shipwrights, Sir John Tippets, the Surveyor and Sir Phineas Pett.

A number of flag officers were elected Members of Parliament for Rochester. Among these were Sir Cloudesley Shovell who built the Old Com Exchange and whose arms appear over the clock he presented to the City of Rochester. Admiral John Byng, elected with David Polhill, in 1750 and with Nicholas Haddock in 1754, was shot for cowardice on 14 March 1757. Another member was Admiral Isaac Townshend who was Byng's jailer at Greenwich. It is of interest that Admiral Forbes, the member of the Board of Admiralty, who refused to sign Byng's death warrant, lived at West Mailing, near Rochester. Another distinguished naval representative was Admiral Sir Sidney Smith, noted for his gallant defence of the City of Acre and his barring Napoleon from advancing to Constantinople in 1799. He was returned as MP for Rochester in 1802 but was defeated at the election of 1806.

Chatham was created a Parliamentary Borough in 1832 returning one member. Admiral Sir G Elliott was elected in 1874; a public house in Gillingham carries his name.

During a large part of the 18th century the Whigs were in office and the party members of the Board of Admiralty, particularly the Earl of Sandwich and Admiral George Anson took great interest in the administration of the Navy. In 1744 the Duke of Bedford was First Lord and the Board included Sandwich and Anson. In 1748, Sandwich was appointed First Lord, but jealousy lead to his replacement by Anson who held the office from 1751 to 1762. In 1763 Sandwich was appointed First Lord, holding the office for only five months before becoming Secretary of State. He was followed by Lord Egmont, who, as described in the section on Dockyard Workmen (chapter 3), introduced a superannuation scheme for workmen in the Royal Yards. Again during the period 1771 to 1782 Sandwich held the office of First Lord until the fall of North's government in 1782. Sandwich was responsible for the policy by which Chatham became a Yard concerned mainly with shipbuilding and major repairs until the end of the 19th century.

Visitations of Dockyards

Among the changes introduced after 1744 were a closer inspection of the activities of the Navy Board and the reinstitution of Visitations to the Dockyards. Up to this period the cooperation between the Navy Board and the Admiralty had been good, but later impatience was expressed with the old men of the former Board, particularly with Sir Jacob Acworth, the Surveyor, who had held the office from 1715 to 1749. Admiralty wanted to retire him, but all they could do was to appoint a joint Surveyor, Joseph Allin. Acworth died in 1749 and his widow, Dame Elizabeth Acworth, was given a pension of £300 a year.

The Comptroller, Richard Haddock, who held his office from 1739 to 1749, was finally superannuated in 1749, but during the war of Austrian Succession (1739/1748), he was so feeble that Acworth, an aggressive man, became the leading man of the Navy Board. The other members of the Board were:

> *... led by the nose by a brute of a shipwright who never did any good in his life, but for his own creatures.*

The Board of Admiralty, created in December 1744, continually criticised the Navy Board. In May 1745, the latter found it due to their dignity to protest that they were entitled to criticise the orders of the Admiralty. In July they were curtly reprimanded and told not to allow orders given by them to the Dockyard officers in July 1744 to remain unnoticed until July 1745.

The results of the Visitations were described in the section on Dockyardmen in chapter 3. The Visitations were a means of checking the activities of the Navy Board and as a result of these inspections the relations at this time between Admiralty and the latter Board were

far from cordial. Changes were resisted by both Yard Officers and their men and the Navy Board; the most serious one which caused a lot of trouble until after the War of American Independence was the introduction of piece work in place of day work in ship- building and repairing.

There was no serious attempt at reform in the Yards. The Board of Admiralty and politics were linked and no reforms could be undertaken which meant the loss of political and personal patronage of the First Lord. In the 17th century the Navy Board had the power to appoint and promote men in their department in the Yards. The Surveyor, for example, appointed Clerks to the Survey. By the middle of the 18th century practically every appointment was in the hands of the First Lord of the Admiralty. **Charles Middleton**, [1] when Comptroller under Sandwich as First Lord, attempted to wrest the power of appointment to posts of Master and above in the Yards from Admiralty as a means of reforming the Yards, but his attempt failed.[2] In 1792 the Admiralty, in response to Parliament, promised an investigation into the Civil Administration of the Navy, but the stress of war and the fear of loss of political patronage prevented the redemption of this pledge.

Parliamentary Commissions of Enquiry

In the last quarter of the 18th century, Parliament began to take a sharper interest in the administration of the Civil Service, including the Dockyards. A Commission of Enquiry was appointed by 25 George III c.19 to enquire into the 'Fees, Gratuities, Perquisites and Emoluments which are, or have been lately, received in the several public offices therein mentioned.' This Commission 1785/1788, issued ten reports, seven covering naval departments, but owing to the form of the Commission there were delays in their publication. The Commissioners reported to the King in Council and not to the House of Commons; the Parliamentary papers of 1806 contain the Reports.

Some of the effects of these investigations have been outlined elsewhere, e.g. in chapter 3 (Dockyardmen) the abolition of the benefits of apprentices for salaried officers of the Dockyards.

1 Charles Middleton (Lord Barham) 1726/1813.
From 1778 to 1790, Charles Middleton was Comptroller of the Navy. He was created a baronet in 1781 and was MP for Rochester in 1784. He resigned his office in 1790 and joined the Board of Admiralty in May 1794; he was given flag rank in 1795. In April 1805 he was appointed First Lord and resigned in January 1806. He was created Baron Barham of Barham Court and Teston. He inherited Barham Court, Teston, Kent in 1799 from Mrs Bouverie who had inherited the property from her cousin, Sir Philip Boteler * who died without issue in 1772.
* The Botelers were the Lords of the Manor of Chatham (See Development, chapter 1) and were paid rent by Admiralty for the land on which Chatham Dockyard was built.
The head of Chatham Court Leet Mace was changed from its original design to the present drinking cup at the charge of Lady Anne Boteler, Lord of the Manor, and Thomas Hanch, Constable in 1707, being the first year of the Union of England with Scotland.

2 Posts in the Dockyard below the rank of Master, e.g. Foremen, Quartermen, Pro Quartermen, were appointed by Navy Board warrant. The Board of Admiralty was responsible for appointments to the posts of Master and above. The appointment of workmen was in the hands of the Principal Officers of the Yard. The Duke of York's instructions of 1622 were still in force in the 18th century:
'No shipwright or labourer ... to be entered without the warrant of two or more of the Chief Officers of the Dockyard.'
The Resident Commissioner had to approve all such appointments. The Navy Board controlled the number of men employed in the Yards.

Lord St Vincent

Admiral Lord St Vincent, a seaman of uncompromising character and with a reputation for stern discipline, served as First Lord from 1801 to 1804 and initiated reform of the Dockyards. He had warned the administration long before that:

> *. . . nothing short of a radical sweep can cure the enormous evils and corruptions in them (the Dockyards), and this cannot be attempted until we have peace.*

After the signing of the peace treaty with France in October 1801, St Vincent directed the Navy Board to carry out an investigation of the Dockyard administration. The Navy Board arranged for the Surveyor to enquire into the management of Deptford and Woolwich Yards. These two Yards were under the superintendence of the Navy Board and the method of enquiry did not satisfy St Vincent.

In January 1802, St Vincent ordered the Commissioners of each Yard to prepare the Books of the various departments for inspection. (See Dockyardmen, chapter 3) After August 1802 the Yards were visited by a Committee consisting of St Vincent and the Lords of the Admiralty accompanied by the Comptroller, Sir Andrew Hamond (1794/1806) and members of the Navy Board. An account of the Chatham inspection and its consequences is given in the section on Dockyardmen, chapter3.

'The Times' of 11 March 1802 reported:

> *There has been a very general sweep among the principal officers of Plymouth for abuse of their trust*.

The Master Shipwright of Plymouth was dismissed and Joseph Tucker, Assistant Master Shipwright of Plymouth, a brother of Benjamin Tucker, Secretary to Lord St Vincent and a former member of the Navy Board, was appointed to the post of Master Shipwright, Plymouth.

The results of the inspections convinced the Board of Admiralty that a complete reform of the Yards was necessary. St Vincent's chief Naval Assistant, Sir Thomas Troubridge, was a man after his own heart, declaring on one occasion:

> *All the Master Shipwrights should be hanged; every one of them without exception.*

It was decided that a special body ought to be set up to make a full enquiry into the various abuses that had come to light, but before the results of this enquiry were published, war broke out again and St Vincent, a Whig, was out of office. He was succeeded by Lord Melville, a Tory.

On 13 December 1802, Captain Markham, Naval member of the Admiralty Board, MP for Portsmouth and Admiralty spokesman in the House of Commons, moved in the House to introduce a Bill to set up a Commission to investigate the Naval Departments and 'for bringing to light the irregularities and abuses complained of.' The Bill was passed and the Commission of Enquiry initiated by St Vincent, was appointed by 43
George II c.16:

> *... to enquire and examine into any of the Irregularities, Frauds and Abuses practised in the Naval Departments and in the business of Prize Agency.*

The Reports from this Commission, known as 'The Commission of Naval Enquiry' were published in Parliamentary Papers 1803/6, 12 reports in all.

One of the first victims of the investigations into the civilian side of the Navy was Lord Melville, the First Lord. There was a suspicion that Alexander Trotter, the Paymaster of

the Navy when Melville was Treasurer, had used Naval bank balances for private purposes, and that Melville himself had profited from these transactions. It was alleged that Trotter had drawn money from the Bank of England and deposited it in Coutts' Bank under his own name. He had speculated with this money admitted to a private fortune of £51,000, a Scottish estate at Dreghom and houses at Hampstead and Blackheath, all acquired since becoming Paymaster in 1775. Samuel Whitbread, the brewer, conducted Melville's impeachment. Melville resigned and was followed as First Lord by Sir Charles Middleton who was appointed on 30 April 1805.

The enquiries were dragging on and to wind up the Commission of Fees of 1785 and the Commission of Naval Enquiry of 1803, a third Commission for revising and digesting the civil affairs of His Majesty's Navy, known as the Board of Revision, was appointed in January 1805. Lord Barham resigned as First Lord in January 1806 but remained Chairman of the Board of Revision until its task was completed in December 1807. Between 1805 and 1807 this Board issued 12 reports embodying instructions for the conduct of Home and Foreign Dockyards.

The Navy Board made a poor show in these investigations. The Comptroller, Hamond, made many admissions, and it is charitably thought that he was trying to screen the negligence of the other members. The Navy Board claimed that business was more regularly conducted at Woolwich which was under their direct supervision. However, it was found that the same abuses existed as at Plymouth and also that the workmanship in repairing the **Amaranthe**, captured from the Dutch and repaired at Woolwich was poor.

Abolition of Navy and Victualling Boards and the transfer of their activities to the Board of Admiralty

After Pitt's death in 1806 there was a short period of Whig administration and Charles Grey succeeded Lord Barham as First Lord. It had been the Whigs' intention to unify the control of the Navy, a policy advocated by Samuel Bentham (Inspector General) and by Lord St Vincent who violently opposed the Navy and Victualling Boards. Bentham's recipe for success was 'individual responsibility' and he was opposed to the concept of the Navy Board, a form of Committee.

Spencer, when First Lord (1794/1801) supported the change of administration without upsetting the officers in the Dockyards. St Vincent had endeavoured to discipline the Yards as he had his sea command. Melville had supported the changes advocated by the Inspector General but was unsaddled by the 10th report of the Commission of Enquiry.. Barham, his successor, wished to prevent the disclosures elicited by the Board of Enquiry and to enable the civil service of the Navy:

> *... to glide smoothly on in the beaten track which it had worn for itself.*

This was one of the reasons for the abolition of Bentham's office as Inspector-General in 1808.

However, the Whig ministry terminated with Lord Grenville's resignation in March 1807, and the reforms had to wait until a Whig ministry under Lord Grey came into office in 1830.

The office of Lord High Admiral was revived for the benefit of William, Duke of Clarence. However, on his own responsibility the Duke took the Fleet to sea in the summer of 1828, causing such a stir that he resigned the post soon after.

St Vincent died in 1823 but his Whig friends supported his views on the unification of control of the Navy. In 1830, Sir John Graham, a Whig, was appointed First Lord by Lord Grey to carry out the transfer of the functions of the Navy and Victualling Boards.

ADMINISTRATION OF THE ROYAL NAVY

In June 1832, an Act to amend the laws relating to the business of Civil Departments of the Navy was passed, 2 William IV, c.40. This abolished the Navy and Victualling Boards and transferred their activities to the Board of Admiralty.

The Principal Officers' posts were abolished (the office of the Clerk of the Acts had ceased in August 1796) as were the other civil branches such as Victualling and Transport. The Commissioners on Fees had recommended changes in the composition of the Navy Board. In 1796 the offices of the Clerk of the Acts and the Comptrollers of Treasurers' Victualling and Storekeepers' Accounts were abolished. Richard Alexander Nelson, Assistant Clerk of the Acts, was appointed Secretary to Principal Officers and Commissioners of the Navy at £1,000 p.a. with house occupied by the Assistant Clerk of the Acts (31 August 1796). The three accounting officers became civil commissioners.

The business of the Board was placed under the supervision of three committees, each consisting of three commissioners; the Comptroller initially presided at each. In 1813, after the appointment of a third Surveyor, a fourth committee was set up to supervise shipbuilding and Yard facilities.

With the abolition of fees and perquisites for clerks in the Navy Office in 1796, there was a reorganisation of the clerical establishments. Additional departments were formed for contracts, stores, seamen's allotments, etc.

The Commissioners of the Dockyards were replaced by Captain or Admiral Superintendents appointed by the Board of Admiralty, usually for shorter terms of office. Five Principal Officers of the Civil Departments of the Admiralty were established; the Surveyor, the Accountant-General, the Storekeeper-General, the Comptroller of Victualling and Transport, and the Director-General of the Medical Department. Each one of these Principal Officers was placed under the superintendence of one of the five Lords Commissioners, who with the First Lord, made up the Board of Admiralty.

In 1858 the Admiralty Committee on Dockyard Economy was set up and examples of evidence given by Dockyard Officers appear in this work.

In 1860 the name of the Surveyor's Department was changed to the Controller's Department when the Surveyor's duties, principally confined to the design of ships, went to the Chief Constructor who was a trained naval architect (see following page). In 1875 the title of Chief Constructor was changed to Director of Naval Construction.

In 1872 an Order in Council defined the responsibility for the administration of the Royal Navy as follows: The First Lord, responsible to the Crown and to Parliament for all Admiralty business; three Naval Lords (renamed Sea Lords in 1904), responsible for the movement and personnel of the Fleet; the Controller [1] responsible for the building and repairing of ships and for guns and stores; Parliamentary and Financial Secretary in charge of Finance, Civil Lord for duties assigned by the First Lord, principally Greenwich Hospital, Works and Buildings. The Controller became a full member of the Board in 1882 with the title of Third Sea Lord; the Parliamentary and Financial Secretary and the Permanent Secretary, after acquiring Board status in 1921, became Lords Commissioners in 1929 and 1942 respectively. In 1959 the posts of Civil Lord and Parliamentary and Financial Secretary were merged.

The composition of the Board of Admiralty had been decided to a large extent by the party in office and the Naval Lords resigned when the government changed. 1892 marks the change from a political to a professional body of administrators of the Navy, for after this date, the First Lord and his parliamentary colleagues alone left the Board on a change of government.

1 Until the end of the 19th century this post was frequently held by ex-Admiral Superintendents.

E J Reed and N Barnaby

Two distinguished ex-apprentices who became Chief Constructors were E J Reed (1863/1870) and Nathaniel Barnaby (1870/1885).

Reed was a Sheerness apprentice who was selected at the age of 19 for the School of Mathematics and Navy Construction.[1] In 1852 he passed out of this school and was appointed supernumerary draughtsman at Sheerness Dockyard and was attached to the Mould Loft. He was in turn, editor of the 'Mechanics Magazine' and Secretary to the newly formed Institute of Naval Architecture. In 1863 the First Lord, the Duke of Somerset, offered the post of Chief Constructor to Reed. Sir Frederick Smith, MP for Chatham, criticised this appointment in the House of Commons alleging that Reed was not properly qualified, had been only an apprentice and had never built a ship. Reed was responsible for the introduction of the longitudinal and bracket frame system of ship construction. Reed was returned as Liberal MP for Pembroke in 1874, was knighted in 1880, and was later the member for Cardiff. Whilst in the House he expressed strongly his views on naval construction and the Royal Dockyards.

Nathaniel Barnaby was born in Chatham in 1829 of a family that had produced a long succession of shipwrights in that Yard. He was appointed shipwright apprentice in Sheerness Yard in 1843 and in 1848 won an Admiralty scholarship to the School of Naval Architecture at Portsmouth.[2] He was sent back to Sheerness on promotion to draughtsman. In 1855 he was transferred to the Office of Design at Admiralty. The office of Chief Constructor of the Navy, vacated by Reed in 1870 was not filled, the duties being informally carried out by the Council of Construction of which Barnaby was the President. By Board Order of 16 December 1872, the duties of the Controller's Department were divided between the Chief Naval Architect, the President of the Council, Barnaby, the Engineer-in-Chief, and the Surveyor of Dockyard, F K Barnes. Each of these officers was directly responsible to the Controller,[3] but Barnaby was responsible for coordinating action in the Departments. In 1875 Barnaby was designated Director of Naval Construction. [4] From 1885 a Director of Dockyards was appointed in place of the Surveyor, responsible to the Controller for all work in the Royal Dockyards. (See chapter 2, Administration of Chatham Yard)

An extract from the 'South Eastern Gazette' dated 19 May, 1883, connects these two distinguished naval architects:

> *Death of the father of the Chief Constructor of the Navy.*
> *Mr Nathaniel Barnaby of Gladstone Cottage, Briton Street, New Brompton, died on the 1st instant, at the age of78 and was buried in Chatham Cemetery. Among the mourners was Mr N Barnaby, Chief Constructor of the Navy, whose father the deceased was. The deceased was also the father-in-law of Sir E J Reed, member for Cardiff, and a former Chief Constructor for the Navy.*

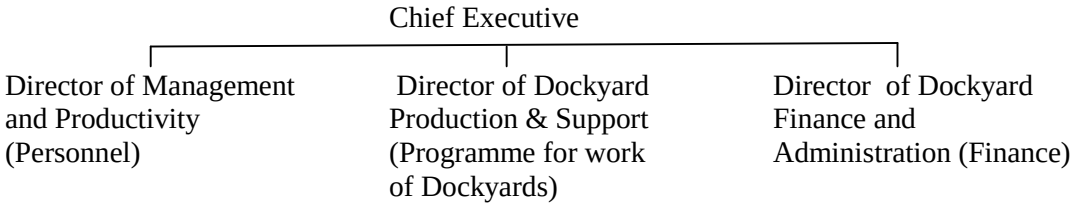
1 Central Mathematical School - see Apprentices in chapter 4.
2 Central Mathematical School - see above
3 In 1877 the Naval Stores Branch was added and in 1887 the Accounts Branch.
4 When he retired Barnaby devoted his life to Sunday Schools.

ADMINISTRATION OF THE ROYAL NAVY

Abolition of Board of Admiralty and formation of Ministry of Defence

The Board of Admiralty was abolished in 1964. Queen Elizabeth II assumed the title of Lord High Admiral when the functions of the Lords Commissioners of the Admiralty were invested in the integrated Ministry of Defence. Boards for each of the three services were set up: the Admiralty Board headed by the Parliamentary Under Secretary of State for Defence of the Royal Navy comprised by 1967 the following members: Chief of Naval Staff and First Sea Lord, Chief of Naval Personnel and Second Sea Lord, controller of the Navy, Chief of Fleet Support, Vice-Chief of Naval Staff, Chief Scientist (RN) and Deputy Under Secretary of State (RN).

The nominal head of the Royal Yards was the Chief of Fleet Support. The post of Director General Fleet Services was created to superintend the work of the Director of Fleet Maintenance and the Director of Marine Service, who had hitherto reported to the Director General of Dockyards and Maintenance, a post which was abolished. After June 1970 the post of Director of Dockyards was replaced by a new organisation in which the
Chief Executive of the Royal Dockyards superintended the Dockyard Management Board.


Chief Executive
Director of Management and Productivity (Personnel)
Director of Dockyard Production & Support (Programme for work of Dockyards)
Director of Dockyard Finance and Administration (Finance)

The first holder of the office of Chief Executive was Mr Leslie Norfolk with a salary of £11,000 a year.

After 400 years, the onlooker may think plus ca change, plus c'est la meme chose.

Chief Executives

1969	L W Norfolk
1972	Rear-Admiral F Lawson [1]
1975	H Challen, RCNC
1979	K Thomas, RCNC

1 Admiral-Superintendent Chatham 1969/1972

Administration in the Royal Navy

Changes were made in the 1950's in the departmental system of the Admiralty and by 1961 the composition of the Board of Admiralty as far as it affected Chatham Yard was as follows:

First Lords of the Admiralty

1689 Admiral Earl of Torrington
1690 Earl of Pembroke
1692 Lord Cornwallis- Baron Eye
1693 Viscount Falkland
1694 . Admiral Earl of Orford
1699 Earl of Bridgwater
1701 Earl of Pembroke
1702 Earl of Pembroke - Lord High Admiral
1702 Prince George of Denmark - Lord High Admiral
1708 Queen Anne as Lord High Admiral
1708 Earl of Pembroke - Lord High Admiral
1709 Admiral Earl fourfold
1710 Admiral Sir J Leake
1712 Earl of Strafford
1714 Admiral Earl of Orford
1717 Admiral Earl of Berkeley
1727 Admiral Viscount Torrington
1733 Admiral Sir G Wager
1742 Earl of Winchelsea
1744 Duke of Bedford
1748 Earl of Sandwich (Jemmy Twitcher)
1751 Admiral Lord Anson
1756 Earl Temple
1757 Earl of Winchelsea
1737 Lord Anson
1762 Earl of Halifax
1762 G Grenville
1763 Earl of Sandwich
1763 Earl of Egmont
1766 Vice-Admiral Sir C Saunders
1766 Admiral Sir E Hawke
1771 Earl of Sandwich
1782 Admiral Viscount Keppel
1783 Admiral Viscount Howe
1783 Admiral Viscount Keppel
1783 Admiral Viscount Howe
1788 Earl of Chatham
1794 Earl Spencer (T) [1]
1801 Admiral Earl of St Vincent (W) (Addington's Ministry)
1804 Henry Viscount Melville (T) (Pitt's Ministry)
1805 Admiral Lord Barham (W)

W =Whig Administration
T = Tory Administration

1 Later received licence to call himself Spencer-Churchill and was 5th Duke of Marlborough.

First Lords of the Admiralty continued

1806 C Grey(W)
1806 T Grenville (W)
1807 Lord Mulgrave (T)
1810 C Yorke (T)
1812 Robert Viscount Melville (T) - son of above
1827 Duke of Clarence- Lord High Admiral (T)
1828 Viscount Melville (T)
1830 Sir John Graham (W)
1834 Lord Auckland
1834 Lord de Grey
1835 Lord Auckland
1835 Earl of Minto
1841 Earl of Haddington
1846 Earl of Ellenborough
1846 Earl of Auckland
1849 Sir T F Baring
1852 Rear-Admiral Duke of Northumberland
1853 Sir J Graham
1855 Sir C Wood
1858 Sir J S Packington (C)
1859 Duke of Somerset (L)
1866 Sir J S Packington (C)
1867 H T L Corry (C)
1868 H C E Childers (L)
1871 G J Goschen (L)
1874 G Ward Hunt (C)
1877 W H Smith, Viscount Hambleden (C) [1]
1880 Earl of Northbrook (L)
1885 Lord G Hamilton (C)
1886 Marquis of Ripon (L)
1886 Lord G Hamilton (C)
1892 Earl Spencer (L)
1895 G J Goschen (Lib-Unionist in Lord Salisbury's Ministry)
1900 Earl of Selborne
1905 Earl Cawdor (C)
1905 Lord Tweedsmouth (L)
1908 R McKenna (L)
1911 W S Churchill
1915 A J Balfour

C =Conservative Administration

L= Liberal

1 'Stick close to your desks and never go to sea,
And you all may be Rulers of the Queen's Navee!' (W S Gilbert)

First Lords of the Admiralty continued

1916	Sir E Carson	(Lloyd George Coalition)
1917	Sir E C Geddes	(Lloyd George Coalition)
1919	W H Long (Viscount Long of Wraxhall)	(Lloyd George Coalition)
1921	Lord Lee of Fareham	(Lloyd George Coalition)
1922	L S Amery (C)	(Bonar Law -Baldwin)
1924	Viscount Chelmsford	(Lab Ramsay MacDonald)
1924	W S Bridgman (Viscount Bridgman)	(C) (Baldwin)
1929	A V Alexander (Viscount Alexander of Hillborough)	(Lab Ramsay MacDonald)
1931	Sir J Austen Chamberlain	(C) (Baldwin)
1931	Sir Bolton Eyres Mansell (Viscount Mansell)	(National Government Ramsay MacDonald & Baldwin after 1935)
1936	Sir Samuel Hoare (Viscount Templewood)	(Baldwin)
1937	A Duff Cooper (Viscount Norwich)	(C) (Chamberlain)
1938	Earl Stanhope	(C) (Chamberlain)
1939	W S Churchill	(C) (Chamberlain)
1940	A V Alexander	(Churchill)
1945	Brendan Bracken	(Viscount Bracken)
1945	A V Alexander	(Lab)(Attlee)
1946	Viscount Hall	
1951	Lord Pakenham	(C)
1951	J P L Thomas (Viscount Cilcennin)	
1956	Viscount Hailsham	
1957	Earl of Selkirk	
1959	Lord Carrington	

Comptrollers of the Navy

1546/1562	William Broke	Fee £50 p.a. 4s a day travelling expenses, £8 for boat hire and 16d a day for two clerks.
1562/1589	William Holstoke	MP for Rochester
1589/1594	William Borough	In St Mary's Church, Chatham there is a memorial brass to Steven Borough, the brother of William. Steven discovered Muscovia by the northern sea passage to St Nicholas in 1553. He was one of the *foure principal masters in ordinarie of the Queen's Majestie's royall navy*
15941/611	Sir H Palmer	
1611/1632	Sir Guilford Slingsby	He was out of office from 1618 to 1628, when a Board of Commissioners took over the administration.
1632/1639	Sir H Palmer (son of the above)	In 1639 his salary was £120 p.a.
1639/1642	Captain George Carteret	
1642/1660	There was no Comptroller	

Comptrollers of the Navy continued

1660/1661	Sir Robert Slingsby (son of Sir Guilford)	'Oldest Sea Captain surviving.' Salary £500 p.a.
166111671	Sir John Minnes (Mennes)	
167111680	Sir Thomas Allin	
1680/1681	Thomas Hayter	
168111714	Sir Richard Haddock	A veteran of the Dutch Wars of Charles II"s time. 1688 Salary £500 p.a.
1714/1718	Sir Charles Wager	
1718/1722	Thomas Swanton	
172211723	James Highhills	
1739/1749	Richard Haddock	
1749/1755	Savage Mostyn	
1755	Edward Falkingham	
1755/1756	Charles Saunders	
1756	Digby Dent	
175611770	George Cockburne	
177011775	Hugh Palliser	
1775/1778	Maurice Suckling	Uncle of Lord Nelson
1778/1790	Sir Charles Middleton [1]	First Lord of Admiralty 1805 to February 1806
1790/1794	Sir Henry Martin	
1794/1806	Sir Andrew Hamond	1802 Commission on Irregularities &c in several Naval Departments
1806	Henry Nichols	
1806/1816	Sir Thomas B Thompson	
1816/1831	Sir Byam Martin	
183111832	Hon G H L Dundas	

The office of Comptroller was abolished with the transfer of the functions of the Navy Board to the Board of Admiralty.

By Admiralty Order of 28 January 1860, the name of the Surveyor's Department was changed to Comptroller's Department.

1860	Sir Baldwin Walker	Controller of the Navy
1861	Rear-Admiral Sir R Spencer Robinson	3rd Sea Lord 1868/1871
1871	Captain Robert Hall	

1 Sir Charles Middleton, 1st Baron Barham, retired to Barham Court, Teston, near Maidstone where he died at the age of 87 in 1813.
His wife was a prominent supporter of the campaign for the abolition of the slave trade. The rector of Teston, the Rev James Ramsay,* had served with Middleton as a Naval Surgeon in the West Indies where he was distressed by the plight of the Negro slaves. Ramsay was invalided out of the Navy following an accident and took Holy Orders. He was appointed to the benefice of Teston by Sir Charles Middleton. Hannah More, Wilberforce and Pitt came to Barham Court to consult with the Middletons and the Rector in their anti-slavery campaign.
* Ramsay sailed as surgeon in the Torbay in the spring of 1755 with Boscawen to Newfoundland. He had been a surgeon with Middleton in the Arundel in 1759.

Comptrollers of the Navy continued

1872	Sir W Houston Stewart (1808/1889)	Captain William Houston Stewart, CB, was appointed Controller of the Navy April 1872. Captain Superintendent Chatham 1863/1868
1881	Rear-Admiral Thomas. Brandreth	Controller made 3rd Sea Lord and added to the Board. 0-in-C 10/3/1882. Rear-Admiral Brandreth was Admiral Superintendent of Chatham Dockyard from 31 January 1879 until his appointment as Controller of the Navy 30 November
1885	Rear-Admiral W Graham	
1888	Rear-Admiral Hopkins	
1892	Rear-Admiral J A Fisher	
1897	Rear-Admiral Wilson	
1901	Rear-Admiral May	
1905	Captain H B Jackson	
1908	Rear-Admiral Sir J R Jellicoe	
1910	Rear-Admiral C J Briggs	
1912	Rear-Admiral A Moore	

Title altered to Third Sea Lord by 0-in-C 10 July 1912, and Controller's Department abolished.

1914	Rear-Admiral F Tudor	
1917	Temp Hon Vice-Admiral Sir Eric Geddes	
Aug 1914- Jun 1918	Admiral Halsay	Third Sea Lord
1917	Sir Alan G Anderson	Controller and Member of the Board
1918	Captain C N D Bartoleme	Third Sea Lord and Controller
1919	Rear-Admiral Nicholson	
1920	Rear-Admiral Field	
1923	Rear-Admiral Fuller	
1925	Rear-Admiral Chatfield	
1926	Rear-Admiral Backhouse	
1932	Rear-Admiral Forbes	

Surveyors of the Navy

1544/56	William Broke	Appointed Comptroller 1546
1546	Benjamin Gonson	Fee £40 p.a. 4s a day travelling expenses, £8 p.a. boat hire and 8d a day for one clerk. Appointed Treasurer of the Navy 1549
1549	Sir William Wynter	Ex-Clerk of the Stores. Knighted at Gillingham 12 August 1573
1589	Sir Henry Palmer	Appointed Comptroller 1598
1598	Sir John Trevor	Knighted in 1602. Sold his office to Bingley
1611/18	Sir R Bingley	In 1618 the Surveyor and Comptroller were sequestrated from their posts and their duties entrusted to Board of Commissioners among whom were Sir John Coke (£300 p.a.) William Burrell, Shipbuilder, Deptford (£300 p.a.) and Thomas Norreys (£200 p.a.) Bingley died 1625
1618/35	Thomas Norreys	He gave evidence against the Officers of the Navy and Phineas Pett in the Commission of Enquiry 1608; he was then possibly a purser. Norreys resided at Chatham
1625/28	Joshua Downing	Ex-Keeper of Stores at Chatham. He resided at Chatham
1628/32	Sir Thomas Aylesbury	Formerly Secretary to the Lord Admiral
1632/38	Kenricke Edisbury	Died at the Navy Office at Chatham and was supposed to haunt it. Edisbury, or Edgebury as he was sometimes called, was a clerk at Chatham Yard from 1611 to 1618 at 8d a day. In 1618 he was appointed Assistant to the Treasurer. He was appointed Paymaster of the Navy in 1626 and attended the pays of ships, etc. See chapter 11, page13, for details of the church memorials for him and his family.
1638/48	Sir William Batten	According to Monson's Tracts the purchase price of the office was £1,500. Batten held command at sea whilst in post. He was the first to be appointed 'during the pleasure' instead of by patent for life. In 1648 he revolted against the Parliamentary side and was deprived of office
1649/52	John Hollond	Entered the service about 1624 as clerk to Joshua Downing who resided at Chatham as assistant to the Commissioners of the Navy. Appointed Paymaster of the Navy in 1635. His salary as Surveyor was £300 p.a. He resigned after quarrel with one of the Commissioners of Victualling. He was noted for his criticisms expressed in his 'Discourse on the Navy.'
1654/60	George Payler	There is doubt about this appointment. Possibly Peter Pett of Chatham acted as Surveyor.
1660/67	Sir William Batten (Admiral)	Reappointed at the Restoration, salary £490 p.a. MP for Rochester 1661. Died 1667.

Surveyors of the Navy continued

1667/72	Colonel Thomas Middleton	Was one of the Commissioners for the Admiralty and Navy appointed by the Rump Parliament in January 1660. Was appointed Commissioner at Portsmouth 1664, Surveyor of the Navy 1667 and Commissioner at Chatham in 1672. He died December 1672.
1672/86	Sir J Tippets	As Mayor of Portsmouth, John Tippets, Master Shipwright was involved in a scheme in 1659 to restore Parliamentary rule. After the restoration of Charles II, Commissioners were sent to Portsmouth to discover who was fit to be entrusted to carry on HM service; Tippets would have been dismissed but for the intervention of James, Duke of York. Peter Pett's post as Commissioner was given to Tippets who remained at Portsmouth as Commissioner. Anthony Deane became the Master Shipwright in 1668; he succeeded Tippets as Commissioner at Portsmouth when the latter was appointed Surveyor. Tippets was knighted in 1675.
1686/88	Sir Anthony Deane	The Special Commission for reorganising the Navy was headed by Deane, Pepys' fellow member of Parliament for Harwich.
1688/92	Sir John Tippets	His salary whilst Commissioner at Portsmouth was £350 p.a. In 1688 his salary as Surveyor was £500 p.a.
1692/98	Edward Dummer	Assistant Master Shipwright at Chatham in 1686. Appointed Assistant to Sir John Tippets in April 1689. He is regarded as the founder of Plymouth Dockyard. On an allegation by one Fitch, a contractor for civil engineering work at Portsmouth and at Plymouth, that Dummer had accepted bribes, Dummer sued Fitch and was awarded £500 damages. Dummer who had been suspended was not reinstated in office. He was a Commissioner for Greenwich Hospital from 1694 until his death in 1713. Dummer was elected MP for Arundel in 1702 and in 1704 he contracted with the Post Office to provide a packet boat service between Falmouth and the West Indies. The project failed and four of the five vessels were taken over to pay Dummer's debts. In 1709 he built two 6th-rates, the **Hind** and the **Swim** at Rotherhithe. His daughter Jane was granted a pension of £150 on her father's death. See chapter 5, page 32, for Pepys' report on Dummer.
1699/14	Daniel Furzer	See chapter 5, page 19. His widow who died in 1716 was given a pension of £300. Reporting on Furzer, then Master Shipwright at Sheerness, Pepys wrote: *Is young ... never built a ship, but finished one begun by his father at Portsmouth, always bred under his father; working little, and thereby as little acquainted in the methods of good husbandry.*

Surveyors of the Navy continued

1706/13	William Lee	Son of Robert Lee, Master Shipwright at Chatham. Lee had been AMS at Chatham and was appointed Master Shipwright at Sheerness. He held the office of Surveyor co-jointly with Furzer until May 1713 when Lee became Commissioner at Portsmouth. His salary as Surveyor was £500 p.a.
1715/46	Sir Jacob Acworth (Ackworth)	1696 Carpenter of the Bonaventure, 1698, appointed from Carpenter of the Swiftsure to Master Mastmaker, Chatham, 1699 appointed 2nd AMS Chatham. 1705 appointed Master Shipwright, Harwich. After appointments as MS at Sheerness & Woolwich, Acworth was appointed Assistant to the Surveyor of the Navy in 1714 at £300 p.a. The Comptroller, Richard Haddock, was finally superannuated in 1749, but during the war of 1739/48, he was so feeble that Sir Jacob Acworth became the leading man of the Navy Board. Acworth was an aggressive man- see page 6 of this chapter.

Admiralty wished to retire Acworth in 1746 but all they could do was to appoint a joint surveyor with him:

1746/49	Sir Jacob Acworth & Joseph Allen	Joint Surveyors Dame Elizabeth Acworth was pensioned ... *inconsideration of the long and faithful service of her husband, Sir Jacob Acworth, late Surveyor of the Navy, in the several employments he went through from the year 1682 to the time of his death and the slender provision he hath made for his family. Pension to commence 17 March 1749, the day ensuing her husband's death, £300 per annum.*
1746/55	Joseph Allen (Sir)	Pension- *Disordered in his senses*. £250 a year.

After 1755 Joint Surveyors were again appointed:

1755/65	W Bateley (Junior Surveyor)	AMS Plymouth 1749, Assistant Surveyor of the Navy. Pensioned
1755/171	Thomas Slade (Senior Surveyor)	He was responsible for the design of the Victory built at Chatham. From 1756/63 he was Colonel of the Deptford Regiment of the Dockyard Local Defence Companies. His office was in Crutched Friars near the Tower of London. His salary was £500 p.a. and £80 house rent. Knighted in 1768. Slade died in Bath on 22 February 1771.
1765/84	John Williams (Junior Surveyor)	Master Mastmaker at Sheerness. Master Caulker and 3rd AMS at Chatham. Promoted 2nd AMS
1771/78	John Williams (Senior Surveyor)	Portsmouth.1762-65 Master Shipwright at Sheerness. See chapter 5, page 38 and Chapter 10, page 8 for further details of this family.
1778/84	Sir John Williams	Knighted (KB) 27 September 1771. Pensioned at £250 p.a. in 1784. His salary had been £500 p.a.

1777/84	Sir John Williams (continued)	His Assistants were: T Mitchell, £300 and £50 house rent and John Binmer, £200 p.a. and £30 house rent.
1784/86	Edward Hunt	
1784/06	John Henslow	Entered service 1745- served in various stations in the Shipwright's depts
1793/06	Sir John Henslow (lst)	Superannuated at £750 p.a.
1793/06	William Rule (2nd)	Entered service 1758 and served as Master Shipwright Woolwich
1806/13	Sir William Rule (1st)	Superannuated at £1,000 p.a.
1806/22	Sir H Peake (2nd)	1772, 2nd AMS Chatham; 1773, 1st AMS Chatham and appointed Master Shipwright, Sheerness
1813/22	Sir H Peake (1st)	Office reduced. Pensioned as Senior Surveyor at £950 p.a.
1813/22	J Tucker (2nd)	
1813/32	Sir R Seppings	Superannuated at £750 p.a. Memorial in Taunton Church
1822/31	J Tucker (senior)	Superannuated at £666 p.a. in 1831
	Navy Board abolished in 1832 (Act 2 Will 4 Cap XL	
1832/47	Captain W Symonds (Sir)	Superannuated at £500 p.a. First non-shipwright since 1672
1848/60	Sir Baldwin Walker	Office reconstructed by Board Minute, 2 June 1848 and two assistants appointed, John Edye and Isaac Watts, at salary £800 each including allowances

1860 By Admiralty Order 28 January 1860, the name of the Surveyor's Department was changed to Controller's Department

1860/63	I Watts	Chief Constructor
1863/70	E J Reed (Sir)	Chief Constructor
1870/85	Sir N Barnaby	Director of Naval Construction .Chief Naval Architect
1885/02	Sir W W White (D) [1]	Director of Naval Construction. 'A Life of Sir William White' by F Manning (London 1923)
1902/12	Sir P Watts (P)	Director of Naval Construction
1912/23	Sir E d 'Eyncourt	Relative of Lord Tennyson. Educated at Charterhouse and apprenticed at Armstrongs of Newcastle for six years. Handled sale of battleships for Armstrongs mostly for South American countries.
1924/30	Sir W J Berry (Sh)	Director of Naval Construction
1930/36	Sir A W Johns (D)	Director of Naval Construction
1936	Sir S Goodall	Director of Naval Construction. Died 1965
1944	Sir Charles Lillicrap (D)	Director of Naval Construction. His father was a constructor at Chatham who was a disciplinarian- a Methodist of the old school. Sir Charles died in 1966
1952/58	Sir Victor Shepheard (D)	He was the last of the traditional Directors of Naval Construction

1 With the exception of Isaac Watts who attended the First School of Naval Architecture, Sir Eustace d'Eyncourt and Sir Standley Goodall who changed over from Engineering to Naval Construction, all the Directors passed through the Dockyard Schools (indicated by the letters in brackets- Sh =Sheerness; D =Devonport; P =Portsmouth; Ch =Chatham

Director-General Ships

In 1956 Lord Justice Nilhill chaired a Committee which among other matters investigated the Controller's Department. The Committee recommended that the number of departments reporting directly to the Controller should be drastically reduced and that the Departments of the Director of Naval Construction, the Engineer-in-Chief and the Director of Electrical Engineering should be combined into a Ship Department headed by the Director General Ships. (See table page 13). This last post has been held by both civilian members of the RCNC and by naval officers.

1958	Sir Alfred Sims (D)	He entered as an Electrical Fitter apprentice and transferred to the Shipwright Branch in 1925.
1968	Rear-Admiral R G Draper	Ex-Director of Marine Engineering
1974	R J Daniel (Ch)	In 1979 he joined the Board of British Shipbuilders with responsibility for warships.

Director of Dockyards [1]

1886	Professor F Elgar
1892	Sir James Williamson
1906	Sir James Marshall

In 1917 Sir James Marshall retired from the post of Director of Dockyards and this appointment became a Naval post. In consequence, the new post of Deputy Director of Dockyards was created and was held by members of the Royal Corps of Naval Constructors until 1968. G A Basset, CB, an ex-Chatham apprentice, held this post from1941/46.

Among the changes in the organisation which took place in 1958 was the creation of a new post, Director General Dockyards and Maintenance (a naval post). Under the Director was the Director of Dockyards. (See page 13)

1958	I King	He had held the post of Deputy Director of Dockyards from 1956/58
1961	D W Smithers	Manager, Constructive Department at Chatham from 1958/61
1967	E W Tucker	Manager, Electrical Engineering Department at Chatham from 1958/61

In 1969 further changes were made in the Headquarters organisation. The post of Director-General Dockyards and Maintenance was replaced by the Head of the Dockyard Department entitled Chief Executive, Royal Dockyards. The first holder of the post, L W Norfolk, was appointed from outside industry.

1 See Administration of Chatham Dockyard, chapter 2.

ADMINISTRATION OF THE ROYAL NAVY

Navy Finance

Until 1688 the Crown was responsible for the payment of all expenses of government, both civil and military. James I was antagonistic towards Parliament and refused to summon this body until compelled to do so. In consequence he lost Parliamentary grants and lacked the money he should have had to meet the outgoings. Among the sufferers were Seamen and Dockyardmen, for their wages were unpaid for long periods.

Charles I managed to carry on the government without summoning Parliament from 1629 to 1640, but the expedients he adopted to raise money led to his downfall. In chapter 3 on Dockyardmen, mention is made of the levying of ship money in an attempt to reduce the naval debt, which helped the Dockyardmen to secure payment of some of their arrears of their wages.

Charles II and James II fared better in the provision of money by Parliament, but for the remainder of their reigns the naval debt continued to pile up. James II left the material side of the Navy, the Ships and the Dockyards, in a fairly good state, but the wages of the men were always in arrears. (The Navy was responsible for roughly a quarter of the State expenditure.)

After the revolution of 1688, Parliament gained control of finance, but a long time elapsed before the financial affairs of the Royal Yards were put on a satisfactory basis. The attempt to settle the conflict of Crown and Parliament over money culminated in the Civil List Act of 9 William III c.23, whereby Parliament assumed responsibility for debt and the armed forces, and the Crown was granted for life Civil List Revenue, primarily of Customs and Excise. The Crown met the cost of civil government and the royal establishments. Parliamentary grants were made from year to year only resulting in the necessity of annual sessions of Parliament. In the reign of George III the Civil List deficiencies were made up by Parliament.

Despite this settlement there were troubles in the Dockyards in William's reign and later over the lack of money to meet the expense of running them. The Navy Debt of 1689 included £75,000 for Yard wages; in 1691 this had grown to £116,500 and in 1693, it was still £107,000, the men having 15 month' wages owing to them. Some of the trouble stemmed from the right of the King to increase or diminish the armed forces of the Crown without responsibility to Parliament. Again, it was one thing for Parliament to vote money for the Navy, but quite another for the money to be placed in the hands of the Navy Treasurer. The money was usually assigned on the proceeds of one or more taxes over a number of years. In the meantime, all the Treasurer had to show was a bundle of tallies which he had to persuade the naval contractors to accept in lieu of payment, promising redemption when money was supplied by the Lord Treasurer. Wages had to be left unpaid, the maintenance of supplies for the building and repair of ships had priority.

Parliament introduced a system of appropriation whereby sums of money were allotted for specific purposes superseding the early system of making block grants which could be applied at the discretion of the Department concerned. This procedure made the redemption of debts incurred in the previous reign extremely difficult.

The debt of the Navy in 1701 was one and a quarter million pounds, some of it since the previous reign. The only means the Navy Board could maintain any sort of credit with the contractors was to adhere strictly to the principle of 'Payment in Course.' Bills, after being scrutinised and accepted by the Comptroller, were registered under the date of their acceptance for payment in rotation as the money came in. Interest, sometimes as high as 6%, was paid on money owing after three or six months from the date of registry. Men discharged from HM ships were often given tickets for their pay which were entered in course and the men had to wait for payment.

On 5 June 1702, the Navy Board ordered a Bill of Imprest to be made out to the Clerk of the Checque at Chatham for £700 to meet the contingencies of the Port:

> *... We cannot forbear reminding you of the great difficulty of securing money for Imprests to the Yards and desiring you therefore to bring as many of your dealers as possible you cant? take their payments in course at this Office.*

After the accession of Queen Anne, the financial stability of the country continued to improve owing to the rapidly expanding overseas trade, the founding of the Bank of England in 1694 and the funding of the National Debt. By the time the Hanoverians were firmly on the throne, the procedure for obtaining money for the Royal Navy was established. Money for the Navy was granted by Parliamentary Vote and the Naval Estimates were submitted at Michaelmas under heads: Estimate for the Ordinary and the Estimate for the Sea Service.

The Ordinary Estimate included the salaries and pensions of Dockyard Officers and Clerks, the maintenance of ships in Ordinary and the maintenance of the Dockyards. The Sea Service Estimate was based on the number of seamen decided by the King in Council; the allowance in the 1740's was £4 per man per lunar month; 30s for Wages; 27s for Wear and Tear (which included the wages of Dockyard workers and the cost of materials required for the ships); 19s for Victualling; 4s for Ordnance. The allocation per man was raised from £4 to £7 in 1798 and Wear and Tear increased to £3. In peace time when the number of seamen voted was small, additional money was voted to cover the cost of repairs to ships and facilities.

Despite the improvement of the financial position of the country, the 18th century was a time of great difficulty in meeting the costs of the wars: War of Spanish Succession, 1702/13, War of Austrian Succession, 1739/48; Seven Year's War, 1756/1763; War of American Independence, 1775/83; French Wars, 1795/1801 and 1803/1815.

The money raised by taxation was inadequate to meet the demands made by the wars of the early l8th century. The contractors had great difficulty in getting their money from the Navy. The discount of Navy bills rose to over 30%. This, of course, was met partially by higher charges by the contractors for supplies to the Navy.

In March 1711, Harley, the Lord Treasurer, proposed to transfer the floating debt, a half of which were naval debts, to the South Sea Company, the government paying 6% interest. The Navy Bills registered in course could then be exchanged for stock in the company. The arrears being thus dealt with, the contractors were once again paid by a new course.

The shares of the South Sea Company continued to rise until the £100 shares were quoted at £1,000 in August 1720 when the 'Bubble' burst and many were ruined. The failure of this company virtually ended the policy of raising loans from trading companies and appeals were then made to the public.

The money for the Navy was raised by revenue and the deficiencies were made good by loans from the Bank of England and Chartered Companies and from public funded loans, e.g. 3% Consolidated Bank Annuities, or Consols, a fund created in 1751.

When deficiencies occurred contractors had to expect delays in the settlement of their bills and seamen and dockyardmen had to wait for their wages. There was a gradual improvement throughout the 18th century and though men in the Yards had to exercise patience, there was a certainty of getting the arrears of pay. In the early part of the 18th century the men might be several quarters in arrears of payment of wages, but by the 1770's payment of wages was usually made within six weeks of the end of the quarter.
By 1814 the men were paid weekly. The Dockyard Officers continued to be paid

quarterly, (an Admiralty Order of 9 October 1858 authorised monthly advances of quarterly salaries to Officers and Clerks) and in 1936 when the author joined the Yard, the monthly payments were designated First Relief, Second Relief and Balance of the Quarter.

With the increase of money granted to the Royal Navy after 1797 the holders of Navy Bills could be paid earlier. 'In course' bills were paid 90 days after issue and the interest on unpaid bills reduced ultimately to 3%.

After the reforms of 1832, the first Accountant-General, John Briggs, started new machinery for claiming and disbursing the moneys which Parliament voted the Navy annually for its upkeep. An effective system of appropriation audit was introduced into the Navy enabling Parliament to see how the money granted was actually spent. The Naval Estimates were grouped in Vote A and a number of votes; in the 1950's there were 15 such votes, but in the late 1960's this number was reduced and the numbering system altered. Groups of votes came under the control of different Lords of the Admiralty and they were allowed to set off a surplus against a deficiency under sub-heads within a vote, but not to carry a surplus forward and not to transfer a saving from one vote to another.

Vote A was the maximum number of naval personnel, Officers, Ratings and Royal Marines, to be borne during the year. The other 15 votes were sums of money allocated to the various divisions of naval expenditure. Vote 1 for pay, etc of the Royal Navy & Royal Marines; Vote 5 for Education Services; [1] Vote 8 for Shipbuilding, repairs and maintenance, etc; Vote 10 for Works, Buildings and Repairs, etc.

The largest Vote was Vote 8 which was divided into three sections:

Section I	Personnel	A Salaries and Allowances)	
		B Wages of Artificers)	Dockyards, etc
		C Wages of Police)	at home
		D Contingencies)	
		E- L omitted	
Section II	Materials	Naval Stores, etc	
Section Ill	Contract Work	Ships and aircraft, machinery for shore establishments, etc.	

In order to relate Vote 8 Estimates to the various services such as the construction and repair of ships, a statement showing their estimated cost was prepared by Admiralty. This statement called the Programme of Shipbuilding, Repairs, Alterations and Maintenance, was included with the Navy Estimates when they were laid before Parliament. An example is given on the next page:

1 Dockyard Technical Colleges, Vote 5F.

Programme of Shipbuilding

Statement of the Estimated Cost of Labour, Materials and Contract Work to be expended in Shipbuilding, Repairs, Alterations, Maintenance, etc in the year 1955/6

	Dockyard Work		Contract Work	Total	OnCost
	Personnel	Materials		Direct	and
	Sect I	Sect II	Sect III	Charges	Services
A Dockyard built ships	£295,000	£242,100	£629,881	£ 1,166,981	£ 331,391
B Contract built ships	£ 11,300	£3,261,600	£33,507,515	£36,780,415	£729,477
D Repairs, alterations etc to ships & Yard Craft	£11,108,400	£5,465,700	£19,000,000	£35,574,100	£12,211,900

To prepare the above statement, a programme of work was forwarded by Admiralty to each Yard and the Yard Officers produced estimates of the cost of the programme of work under the sub-heads: A Dockyard-built ships; B Contract-built ships; C Miscellaneous vessels; D Repair and Alterations to Ships and Yard craft etc. The latter sub-head was divided into sections: D 1, reconstruction and conversion; D 2, large repairs; D 3, (a) refit exceeding class limits; (b) normal refits and (c) intermediate dockings, etc; D 4, refits and repairs to tugs and Yard craft.

The dockyard programme was compiled in cost account form and showed the cost of labour, materials and contract work, and also the oncost including service charges to cover the running cost of the establishment. To build up the programme the costs of Dockyard production had to be known and these were obtained from the Dockyard Cost Accounts which were kept by the Expense Accounts Officer. (see chapter 10)

A return of the progress of the work compared with the Dockyard Programme was rendered to Admiralty periodically. The money allocated to each Dockyard under 818 was divided into departmental allocations. A strict control of this money was necessary as any overspending might involve the Presentation to Parliament of a supplementary estimate for approval.

CHAPTER 24

SHEERNESS DOCKYARD AND OTHER ADMIRALTY ESTABLISHMENTS

Sheerness Dockyard up to the beginning of the 19th century

Up to the end of the 19th century the activities at Sheerness Dockyard were supervised by the Resident Commissioner at Chatham.

Sheerness had many advantages over Chatham, Woolwich & Deptford Yards. Both the Medway and the Thames were difficult for the passage of sailing ships and the river yards suffered from shoaling. Though the position of Sheerness Yard caused difficulties in its development, the western shore of Sheerness had the great advantage of deep water and there were good anchorages for the Fleet near the Yard.

During the 1st Dutch War (1651-54) Harwich had served as a naval base but difficulties arising from its position on the East Coast caused its abandonment in favour of. Sheerness.

The development of Sheerness Dockyard dates from 1665: on 8th of August of that year the Navy Board ordered that Chatham Yard should equip Sheerness with men and materials for the cleaning of the hulls of ships. Commissioner Pett of Chatham proposed the deferment of plans for the construction of a dockyard with a protective gun battery. The 2nd Dutch War (1664-67) however, emphasised the need for additional facilities on the East Coast. In an entry of his diary dated 18 August 1665, Pepys wrote:

> *To Sheerness, where we walked up and down, laying out the ground to be taken in for a yard to lay provisions for the cleaning and repairing of ships and a most proper place it is for the purpose.*

Provision was made for fortifying Sheerness and in November 1665 an expenditure of £700 was authorised to fit Sheerness for elementary dockyard work. On the 19 November 1665 the Navy Board directed that all large ships were to be cleaned there to avoid the waste of time incurred by moving such vessels about 10 miles up the Medway for minor works at Chatham. Another motive for the adoption of Sheerness was the outbreak of the plague in Chatham and the need to prevent the infection of the Fleet. The plague which devastated London in 1665 spread to Chatham, where deaths from it were recorded as late as August 1667; in all, 534 persons died of the plague in Chatham, about one-sixth of the population.

There were 800 men at Chatham from whom Sheerness Yard was to be manned, [1] but the actual acquisition of the land for the Yard is somewhat of a mystery according to M Oppenheim.[2] A document of 1823 describes 40 acres of land at Garrison Point as having been obtained from Colonel Edward Vernon, a courtier of Charles II, but another paper states that the whole of the Sheerness ground, and that adjacent, belonged to Sir Michael Livesey, an attainted regicide, whose property was conveyed to the Duke of York, who in turn, sold to Alderman Francis Meynell of London for £500. The actual ground taken

1 The workmen at Sheerness lived in old vessels or hulks drawn close to the shore and approached by gangways. Some travelled daily by boat from Chatham. The connection with the mainland by the King's Ferry was a slow process.
2 M Oppenheim, 'The Royal Dockyards' in History of Kent.

by the Crown was unhealthy marsh land of little value. In 1683, Charles II conveyed property and land in the Duchy of Lancaster to Colonel Vernon in return for his interest in Sheerness and a payment of £7,000. As soon as James II came to the throne the Attorney General was directed to move in Chancery to vacate the grant on the ground that it had been obtained:

> *... in an improper manner for a very inadequate consideration.*

A decree to that effect was obtained, the £7,000 being repaid, but there is no indication how Sheerness ground was affected.

Progress at Sheerness Yard was slow; the Dutch Raid of June 1667 completely disorganised the Yards. However, by August 1667, engineers were at Sheerness planning fortifications and Dockyard facilities. The Yard was built on the Medway side of the fort. For over a century the Yard was extended by using hulks sunk in the mud in front of the Yard. In February 1673 Jonas Shish was appointed the first Master Shipwright of Sheerness Yard.

Sheerness acted as an advance place during the Third Dutch War (1672-74). The Yard was controlled by the Commissioner at Chatham and the officers were paid as those at Portsmouth. In May 1673 the Clerk of the Checque noted:

> *... the beginning of something like a Yard here ...*

of which the ground, with the storehouses belonging, had been enclosed in 1672. In 1673, Prince Rupert commanding at sea, was ordered to send in to Sheerness all ships that would have formerly gone to Harwich for minor refits. After the Third Dutch War, Sheerness was employed to clean and caulk the bottoms of small cruisers. The Yard suffered from lack of appliances and want of accommodation for the workmen including shipwrights from Chatham, who lived in hulks moored on the Blackstakes side of the Yard. Stores from Deptford to Sheerness were sent past it by water to Chatham, and then sent back to Sheerness; the bureaucrats had no patience with short-cuts.

In 1675, the Dockyardmen petitioned for houses, a market and a minister, complaining without the last of:

> *... living in a manner like heathens ...*

In 1686, as an economy measure, orders were given that the workmen were to be moved back to Chatham and the officers transferred to other Yards as vacancies occurred. There was only a guardship and one other vessel at Sheerness at that time. The closure lasted for a very short time and it was reinstated as a Dockyard in 1688 and again placed for administrative purposes under Chatham.

The value of Sheerness in 1688 was estimated at £5,393, and in 1698 as £6,960. A graving dock, built in 1673, is shown on the Map of 1688. The first warship built at Sheerness, the **Sheerness**, a 5th rate, 32 guns, was launched there in 1691; in 1677 a small harbour craft, **Transporter**, Ketch 7, had been built there. Some houses were built for the workmen; there were 80 men attached to the Yard in 1691, but the number rose to over 200 during the War of the Spanish Succession (1702-1713). In the Treasury Ledger, 1699, appears:

> *Thomas Tunbridge for carpenters, materials and labour for building a house at Sheerness, 60 feet long and 25 feet broad, for accommodating workmen, £308 10s. 26 October 1690.*

Details of Sheerness Yard 1698

Water Front of Yard	1,150 feet on South bank of Isle of Sheppey and 1,150 feet on North bank.
Greatest depth of Yard	800 feet (Yard itself contained in 730 feet by 440 feet, rest was open ground inside fortifications.)
Single Dock	102feet x36 feet
Cranes	2 hand cranes
Workshop & Buildings	1 Boathouse; 1 Pitch House; 1 Smiths' shop
Storehouse	One store for cordage
Accommodation (inside the Fort)	Houses (8) for Clerk of Survey, Clerk of Checque, Store- keeper, Master Attendant, Master Caulker, Master Shipwright, Porter, Boatswain of Yard. Foreman's lodgings (over public Bakehouse) Workmen's lodgings- some on the Island and others on the hulks on the river. Outside the accommodation were the offices of the Clerk of the Checque and the Storekeeper. There was no wall.

Harwich Yard was closed in 1713 and was thereafter let to private shipbuilders; Sheerness took the place of Harwich. A second dry dock was proposed in 1708 and was built in 1720 to accommodate a 60 gun ship. In 1743 the Master Shipwright reported to the Navy Board that there was but one building slip together with a small slip suitable for the repairs of lighters and small vessels of about 60 tons. (The small slip was enlarged c.1775.)

One of the problems of Sheerness Yard was the provision of water. A well was sunk at Queenborough in 1724 by the Navy Board; previous to this water had been brought in casks to Sheerness by small craft from Chatham, Woolwich or Deptford. In 1698 a water boat of 69 tons was built in this Yard.

Sheerness Dockyard was rather cramped for space. A large portion of it was on man- made ground and that part which was not, was situated within the walls of the garrison. The harbour had been formed from hulks sunk as breakwaters. As the hulks disintegrated the ground was filled in and additional hulks were sunk to form new breakwaters.

Pepys' Register of Ships from May 1660 to 25 March 1686 gives the names of some of the ships used in the construction of Sheerness Dockyard.

	Tons	Rate	Guns	
Rainbow	868	2nd	64	Ordered to be sunk at Sheerness 20 March 1679/80
Young Lyon	44	6th	10	Sunk at Sheerness 1677
George	393		6	Fireship sunk at Sheerness for a fence to the graving place October 1674
Robert	112		4	-do-
Adam&Eve	72			Hoy sunk at Sheerness for a fence to the graving place May 1673
Black Dog	59			Galliot sunk at Sheerness for a fence to the graving place May 1673

It was found difficult to recruit shipwrights for Sheerness because of the unhealthy climate. Malaria, known as ague, persisted at Sheerness until the last years of the 19th century. In 1860, 324 cases were reported, half of whom were Dockyard personnel. Further, there was no town near the Yard and shore accommodation was difficult to obtain; in consequence many lived aboard the hulks. In the Out-Letter Book of the Master Shipwright at Sheerness appeared:

They grow very uneasy at their long continuance here.

To overcome this, shipwrights and caulkers were sent from Chatham in groups of 20 or 30 for periods of service of three months. The free accommodation in the hulks was an inducement and one of the reasons given why the Sheerness men did not join the other Yards in the strikes over Task work in 1775, was the fear of eviction from their lodgings.

In 1734, the Navy Board attempted to solve the labour problem by allowing every Sheerness shipwright an apprentice. In April 1743, there were 41 apprentices at Sheerness: 1st Year 4; 2nd Year 4; 3rd Year 20; 4th Year 5; 5th Year 3; 6th Year 2; 7th Year 3. Apprentices became difficult to obtain and in September 1762 the height rule was relaxed from 5 ft to 4ft 10 in. In 1775 Mr White, the Master Builder, was unable to find one at Sheerness and sought permission for an apprentice to be engaged in his name at Plymouth.

Few ships were laid up at Sheerness in Ordinary and the maintenance of a large labour force in peace time presented a problem. Some of the officers of Sheerness Yard were employed on survey duties; ships were sent to Sheerness to determine the extent of the necessary repairs on them before sending them to Chatham or to one of the Thames Yards. The workmen were employed to a large extent on the cleaning and minor repairs of warships, thus obviating the long run to Chatham. The Nottingham, 60 guns, ordered to be rebuilt at Sheerness in March 1739 was not launched until July 1745 because the workmen were continually taken off for emergency work.

Officers of Sheerness Yard 1686

		Salary
Master Attendant	Edward Alford	£100 a year
Master Shipwright	Darnel Furzer	£131 .5s a year
Storekeeper	John Daniel	£100 & £1 paper money
his clerk	Adam Parkinson	£30
Clerk of the Checque	William Barbour	£80 & £5 paper money
his clerk	John Winterford	£30
Clerk of the Survey	William Dormer	£50 & £2 paper money
his clerk	John Crookenden	£30
Boatswain of the Yard	Valentine Cockline	£40
Porter •	Richard Fellows	£21 10s
Surgeon	Thomas Evans	£28 13s 10d & twopences
Master Caulker	Edward Lovell	£46 10s
Master Joyner	Thomas Jenvey	£31 6s
Master House Carpenter	John Ankers	£31 6s

Officers of Sheerness Yard 1714

		Salary
Master Attendant	Thomas Wyles	£150a year
Master Shipwright	John Naish	£150a year
Asst Master Shipwright	Israel Pownoll (1)	£ 80 a year
Asst Master Shipwright	William Rosewell (2)	£ 80 a year
Storekeeper	James Dodd	£150a year
Clerk of the Checque	John Oldner	£150a year
Clerk of the Survey	John Phillips	£150a year
Boatswain	Thomas Billingsley	£ 70 a year
Porter	William Thompson	£ 25 a year
Surgeon	Searle Spranger	£ 40 a year+ his twopences
Master Caulker	Samuel Leamer	£ 80 a year
Master Boatbuilder	Thomas Springfield	3s a day
Master Mastmaker	John Kirby	3s a day
Master Joiner	John West	2s 6d a day
Master House Carpenter	John Eaton	2s 6d a day
Master Bricklayer	Edward Hammond	2s 6d a day
Master Sailmaker	John Bayley	3s a day
Master Carver	Richard Chichley	3s a day

During the wars between 1739 & 1763, Sheerness was found useful for docking and supplying cruisers of the North Sea Squadron, when the ships did not exceed 12,000 to 13,000 tons. However, Sheerness was on a lee shore and Lord Egmont turned his attention to the Isle of Grain as a better site and had borings made, but the subsoil was found to be unsuitable for the building of a Dockyard. About 1765, Sir Thomas Slade, Surveyor of the Navy, drew out plans for an entirely new Yard with dry docks, etc.

Chain moorings were put down for warships to lie there in Ordinary, instead of at Chatham, but it was found that the port was infested with *Toredo Navalis*. This was presumed due to the old breakwater ships, and to vessels from foreign waters undergoing quarantine in Stangate Creek. The process of coppering the bottoms of ships had just been introduced, but its effectiveness was not known, and the scheme of a large Dockyard at Sheerness was then abandoned.

By 1774, there were 425 people living in 192 rooms and 551 living in cabins on board ships. The number of workmen in the Yard was then 469. By 1734 the workmen's lodgings in the fort were rebuilt in brick. Water had to be brought from Chatham, the Queenborough well of 1725 having failed. A plentiful supply of water was obtained about 1781 from a well sunk in Fort Townshend by Captain T Hyde Page, an Engineer Officer, a success due largely to the efforts of Mr Cole, an engine maker of Lambeth. A century after Queenborough Castle was demolished (c.1730) the castle well was rediscovered. A shortage of water for ships at Sheerness led to the idea of using the castle well. A party of officers, with Peter Collinson, an eminent botanist as their scientific observer, bored through the old well as there was little at the bottom and struck a water supply After 8 days there was 176 feet of water in the once empty well. (The well is just outside Queenborough Station.)

John Wesley visited Sheerness in 1767 and described it as an aquatic village with an entrance from the land side and handsome bridges from the deck of one ship to another. These formed streets: King Street, Queen Street, St George Street and Princess Street.

There were six men-of-war. Each tenant had his own chimney and hanging gardens from the portholes. There were of the order of 50 tenants per ship. In each street was a midwife with her name and profession fixed in a conspicuous place. These hulks were removed when the Yard was extended in 1813.

In his journal dated 1789/1802, Peter Cullen, the Surgeon, remarked that the Dockyard was initially open with the main street of the town passing through it. The habitations were ships of the line, two & three deckers, drawn up on the beach or shore near the docks that had been constructed. These ships, thickly peopled, formed three streets; there was a market in the Yard.

In 1770 Admiralty decided to build a new slip suitable for building sloops. This enabled Sheerness to build three 300 ton sloops when shipwrights were busy on 'Great Slip' between 1775 and 1778. The **Polyphemus**, 64 guns, took 6 years to build and was launched in 1782 from the 'Great Slip.' On the new slip, **Atalanta**, 14 guns, was started in 1774 and launched in the following year; **Fly**, 14 guns, was built and launched in 1776; and **Fairy**, 14 guns, was built and launched between the years 1777 and 1778.

In 1749 there were 125 shipwrights in a total establishment of 305. The complement of Sheerness Yard in June 1770 was:

Shipwrights	166	Sailmakers	17
Quarter Boys	8	Scavelmen	32
Caulkers	25	Riggers	17
Oakum Boys	10	Riggers' labourers	3
Joiners	13	Labourers	31
House Carpenters	24	Blockmakers	2
Wheelwright	1	Brazier	1
Pitch Heater	1	Armourers	1
Bricklayers	6	Sawyers	22
Bricklayers' labourers	5	Smiths	19

Total: 404 + 3 teams

By 1790 there were 200 shipwrights in a total establishment of 600; by 1795 there were 71 apprentices, 42 of the shipwright branch.
When task work was introduced into the Yard in 1775 the shipwrights were divided into gangs:

	Masters	Quartermen	Shipwrights	Servants	Total
Four Task gangs		5	56	20	81
Two Day gangs		2	24	18	44
One Mast House gang	1		10	3	14
One Boat House gang	1	1	12	3	17
Single-stationed men			11		
Totals:	2	8	113	44	167

Although the Master Shipwright reported that the men took to their work with great cheerfulness, despite their earnings being only 4s a day, the Earl of Sandwich in his report of October 1775 stated that the men were as ill disposed to work under this system as the rest. It was only the fact that they lived rent free in breakwater ships and did not want to be dispossessed of accommodation that prevented them joining the protests against the new methods of working.

However, in March 1777, the two gangs who were working on the new vessel stopped work on her and only returned after it had been agreed that they would in future be employed by the day.

The building of the **Antelope**, 50 guns, was started in June 1794, although workmen were shaping frames throughout 1793. In November 1794, the Master Shipwright was attempting to explain why he had not employed the men on the **Antelope** on Task as ordered. He told the Board that conditions were such that either everybody was afloat refitting ships or else they were ashore with no work other than trimming the **Antelope**'s frames and hairpin timbers.

> *In July we had 74 people employed on her and from 18th August to 27th September the hands were all taken off to expedite the fitting of ships.*

Apart from the manpower problem, he complained that there was such a shortage of compass timber that it had been impossible to have gone on by the Task method of employment.

> *There is not a piece of timber in the Yard that will mould for a common 4th futtock for the **Antelope** although her top side is so very easy.*

Sheerness Co-operative Society

Following the end of the Napoleonic Wars there was a time of distress in Sheerness. Wages in the Dockyard fell and food became scarce and dear. There was little competition among shopkeepers, for Sheerness was an isolated place. A group of Dockyardmen formed a society to buy food in bulk and to sell it at the most economical price.

A solicitor drew up the rules of the Society, established on 21 November 1816, by officers and men of the Dockyard, Ordnance and New Work at Sheerness for obtaining for themselves and their families a supply of wheaten bread, flour and butchers' meat. The Society was called the Economical Society. They added water to their supplies at the cost of one halfpenny per pail. The Sheerness Water Company was formed in 1857 and piped water supplied in 1864. Sheerness had run its own small workhouse in the early days of the Yard and money was stopped from the men's pay to support it. When the Yard was rebuilt the poor and destitute were sent to Minster.

List of Ships built at Sheerness from 1677 to 1815

date	*name*	*rate*	*guns*	*tonnage*
1677	Transport	Ketch	7	92bm
1691	Sheerness	5th rate	32	359
1693	Medway	4th rate	60	914
1694	Queenborough	6th rate	24	262
1696	Rye	5th rate	32	384
1697	Lizard	6th rate	24	264
1698	Sheerness	Water Boat		69
1698	Bridgewater	5th rate	32	411
1699	Fox	Sloop	6	68
1700	Peregrine Galley	6th rate	20	197
1704	Newcastle	4th rate	54	676
1706	Sorlings	5th rate	42	506

List of Ships built at Sheerness from 1677 to 1815 *continued*

date	name	rate	guns	tonnage
1706	Goodwill	DY craft		74
1707	Ludlow Castle	5th rate	42	531
1709	Adventure	5th rate	40	530
1711	Scarborough	5th rate	32	416
1714	Lynn	5th rate	42	553
1716	Deptford	DY Lighter		
1724	Sheerness Long Boat	Towing Vessel		27
1732	Fly	Sloop	12	200
1737	Gloucester	4th rate	50	866
1740	Favourite	Sloop	14	206
1748	Garland	6th rate	24	508
1757	Montague	4th rate	60	1218
1759	Niger	5th rate	32	679
1761	Montreal	5th rate	32	681
1764	Winchelsea	5th rate	32	680
1765		Mooring Lighter		97
1766	Carysfort	6th rate 28		586
1766		Pitch Boat		
1770	Portland [I]	4th rate	50	1044
1770		Water Boat		101
1775	Atalanta	Sloop	14	300
1775	Bristol	4th rate	50	1045
1776	Fly	Sloop	14	300
1778	Fairy	Sloop	14	300
1782	Polyphemus	3rd rate	64	1409
1784	Mermaid[2]	5th rate	32	689
1790	Leopard[3]	4th rate	50	1044
1802	Antelope	4th rate	50	1106

In 1796, Captain Francis J Hartwell was appointed the first Resident Commissioner of Sheerness.

In May 1801, the Navy Board reported to Admiralty a difference of opinion with Commissioner Coffin over the custom of allowing the repair of private vessels on a slip in Sheerness Yard. The Admiralty, headed by St Vincent, prohibited this practice against the wishes of the Navy Board and the Yard officers.

In 1800 Commissioner Coffin was complaining of the nuisances created by the occupied hulks. Access from Blue Town to the hulks was via a passage through the Dockyard and this became a haunt for undesirable characters.(See later)

After a visit in 1802 by St Vincent, First Lord of the Admiralty, orders were given to

1 Launched on cradle borrowed from Chatham Dockyard.
2 Laid down at Woolwich in 1778 and moved to Sheerness to make room for a 74 gun ship at Thames side Yard.
3 Laid down at Portsmouth in 1776. Frames sent to Sheerness 1785 and launched 1790.

remove the workmen from the breakwater ships into accommodation on shore. The authorities felt that the men in the ships:

... where there was no species of infamy unpractised ...

were out of control of the Commissioner of the Yard.

Mention has been made on the previous page of Blue Town. By 1738 private houses had been constructed under the name of 'The Blew Houses' on private land as close as possible to the Yard. Many were built by the Dockyardmen using Dockyard chips and paint taken from the Yard (Blue Town). Further housing development was carried out at Mile Town. In 1794 the 'Great Alleys,' the workmen's accommodation in the Fort, was rebuilt but the provision of private houses led to large numbers of workmen hiring cheaper accommodation in Blue Town and Mile Town. The principal reason for their leaving the Yard was that the garrison lodgings were liable to charge for poor relief, whereas many lodgings in the town were exempt from this rate. By 1820 the Yard ceased to provide accommodation for the workmen and their families. Some compensation was given to those evicted.

Rebuilding of Sheerness Dockyard

There was little improvement to Sheerness Yard until 1813. There were two dry docks and two slips together with a small tidal basin. At the beginning of the 19th century the idea of using a site on the Isle of Grain as a Dockyard was considered by Bentham, Inspector General of Navy Works. St Vincent agreed with this proposal and possible sites were examined. Mr Bunce, the Architect, caught a fever, possibly malaria, whilst surveying and undertaking test borings on the Isle of Grain. The expense of this project was considered too great.

Next, a large Dockyard was proposed at Northfleet. Rennie was consulted and a report presented in 1807. From 700 to 800 acres were to be purchased and a wet dock, 4,000 feet by 950 feet, was to be constructed with eight slips and six dry docks connected to it. The estimated cost was £6,000,000 and this was considered too high.

In 1808 the Commissioner reported that the foundations of Sheerness Yard were giving way and that he feared the effect on the Yard of a heavy gale and high water. A Committee was set up and in 1808 Sheerness Yard was surveyed by Rennie, the Civil Engineer, and Joseph Wideby (Whidby), the Master Attendant at Woolwich. In August 1810, the Committee reported to the Navy Board their opinions on plans for a new Yard at Sheerness which had been proposed by Rennie and by Bentham, then designated the Civil Architect and Engineer. (Bentham's office was abolished in 1812.)

Rennie's scheme was implemented at Sheerness; he designed a New Yard of granite to cover $64\frac{3}{4}$ acres and containing five dry docks and suitable basins, machine shops and storehouses. In Maidstone Museum there is a medallion with Rennie as builder of Sheerness Yard on the obverse, and a plan of the Yard with the Great Basin, Nos 1,2, & 3 Docks and the Small Basin on the reverse. A model of the New Yard to a scale of 1:60 was made by which the whole of the reconstruction of Sheerness in the years 1813/1823 was carried out.

The foundations for almost the whole of the Yard were made by piling, as shown on the model, the subsoil being running silt. The work was commenced in the latter period of 1813, the first pile being driven on the 23 December for the first division of the coffer- dam of the river wallwhich was finished on the 18 August 1814. On this date the first stone of the river wall was laid by Lord Melville who was then First Lord of the Admiralty. It is said that about a million piles were used before the piling was completed.
Convict labour was employed on the site.

The engineering works, designed by John Rennie, were carried out under his supervision until he died on 16 October 1821. The work was then completed by his son, John Rennie, who was afterwards knighted in 1831 on the completion of London Bridge from his father's designs. The contractor was Edward Banks who built his house in Broadway, Sheerness, near the site of the Royal Hotel. Banks rose from day labourer to head the contractors, Joliffe & Banks, and was the builder of Waterloo, Southwark and London bridges; he was knighted· in 1822.

On 5 September 1823 the Yard was opened for the public service by the Duke of Clarence, afterwards William IV. HMS **Howe** was floated into No 1 Dock.

When completed the Dockyard comprised 65 acres, 5 dry docks fitted with cast iron gates, the first of their kind, 3 basins, a camber, 1 slip and machine shops and stores. Only one building from the Old Yard remained, the Navy well. The roads were made of cast iron blocks, the discarded ballast of warships. The docks were later fitted with caissons. (No 4 Dock had its curved dock gates at the time of closure; No 5 Dock had rounded sides, a careening dock.) The basins were bottomed with puddled clay similar to those in London.

From the 1858 Map of Sheerness

Dock	Length
No 1	242ft 10 in
No 2	225 ft 7 in
No 3	268ft 10 in
No4	177ft 1112in
No 5	176ft
Slip	200 ft 6 in

The engineering works cost £1,616,757 and the architectural works, £969,326. The latter was designed by Mr E Holl, Civil Architect to the Admiralty.[1] Before these works were completed Mr Holl died and was succeeded by Mr George Taylor who did not alter Holl 's designs but superintended their being carried into effect. Further works were added by the Director of Engineering & Architectural Work, Lt Col G T Greene.

The boundaries of the New Yard extended to the High Street, the northern end of Blue Town. The Board of Ordnance retained part of the defences along the shore facing the Thames but the remaining fortifications were levelled for the Yard. In the 1780's a second outer defence system had been built which enclosed Blue Town. The restriction on Blue Town led to the growth of Mile Town and later Marine Town. In 1863 the ramparted moat, the Queenborough Lines, constructed to the east of Marine Town prevented any further growth of the latter.

A description of the buildings of the Yard has been given by John Newman, in 'The Buildings of England, North East & East Kent.'

> *The S half of the dockyard area is largely covered by the Great Basins and the three Dry Docks. W of them the long two-storeyed Archway block with blank arcading below, 1830 by Hall. At the far S end two more small buildings by Green, FOUNDRY of 1857, and FACTORY SMITHERY of 1856.*

To the north of the Great Basins is the Camber and the Small Basin. To the East of the latter, in Newman's words:

> *... the centre piece is the gargantuan STOREHOUSE, built as a quadrangle of four-storeyed ranges, 1824-9 by Hall. The massively thick stock-brick walls*

1 See Civil Engineering, chapter 8.

support iron-framed stone floors at each level. Big, rusticated, granite entrance archways.

> *BOATSTORE, N W of the Storehouse. The significance of this building has only recently been established. From a distance it looks like an admirable crisp piece of work from the 1950's. But this is. to mis-date it by practically a century; for here is an iron-framed construction over 200 feet long and rising to four storeys, without any load-.bearing walls, dated 1859 on the cast iron beams. It was designed the previous year by Colonel Greene. The cast iron columns and beams are all of simple H-section, the windows run across in unvaried bands, with weatherboarded infill above and below, and brick only at the bottom. Internally two rows of columns divide the space lengthways into three 4- storeyed 'aisles' and a 'nave' without a permanent horizontal division, but with travelling platforms at all levels, running on wheels that fit into the H-section beams ... Greene's building is the earliest true multi-storeyed iron-framed building yet recorded ...*
>
> *The original slate roof has been replaced by asbestos.*
>
> *SHIP FITTING SHOP (originally Testing House), E of the Boat Store. Small iron-framed building by Greene, 1857.*
>
> *On the point, N of the Dockyard, GARRISON POINT FORT, a vast D-shaped granite erection of the 1860's, replacing Sir Bernard de Gomme's fortifications of 1669.*
>
> (The residential area of the Dockyard lies to the east.) *NAVAL TERRACE lies S of the church. It looks like a piece of Woburn Square.*
>
> *Further W, in a line facing W, more anonymous stock-brick housing by Taylor, with, in the centre the Captain's House (now Harbour Office), 3 storeys, 5 bays by 5 with emphatic white string courses and an enclosed porch with pilasters. S of it another short terrace, two-storeyed, with a row of similar porches. Both by Taylor 1830.*
>
> *GARRISON CHURCH, 1828 by Taylor. Yellow brick and sandstone. Its pride is an exceedingly grand tetrastyle Ionic E (ritual W) portico. The body of the church is quite simple, with Tuscan giant pilasters, and a Venetian W Window. Puny E turret, just large enough to compete with the portico. The building is no longer used as a church.*

Chapels had been built at Sheerness within the Dockyard enclosure in 1690,[1] 1744 and 1814. The one described in the foregoing paragraph was built outside the Dockyard wall in 1828. All but the walls and tower were destroyed by fire in 1881 and restoration was completed by 1885. In this restoration, economy measures included the abatement of pensions for Dockyard pensioners employed on the reconstruction. The pews and the pulpit for the burnt out church were built by convicts at Chatham prison.

The Commander-in-Chief and his family sat on one side of the pulpit in a large pew, enclosed with silk curtains hung on brass rods. The Captain Superintendent of the Yard

1 A letter from the officers of Sheerness Yard to Commissioner St Lo, dated 3 May 1710, requested permission to build a gallery on the west side of the chapel, 35ft long and eight or nine ft wide, for the accommodation of workmen to restrain them from that ill habit of riding and rambling on the Sabbath Day. The cost was estimated at about £20.

and his family sat in a similar curtained pew on the other side. Then came the Dockyard officers and their families, in order of official precedence, on either side together with any naval or military officers to whom seats were assigned or granted by courtesy. Behind these were seated the Yard artificers and others.

In 1865 it was ordered that **Nymph**, a 42-gun sailing frigate, used as a residence for families of Metropolitan Police employed at Sheerness Dockyard, was to be fitted as a Roman Catholic church. The families on board were to be accommodated in the floating battery, Aetna, which was to be fitted as a floating residence.

Officers & Salaries Sheerness Yard 1846

Captain Superintendent	£200 and his pay and allowances as Captain of a Third-rate
Master Attendant	£630 P [1]
Assistant Master Attendant	£380
Master Shipwright	£600 P
Assistant Master Shipwright	£400
Storekeeper	£600 P
Store Receiver	£400 P
Surgeon	£500 P
Chaplain	£350 P

Subordinate Officers

Boatswain	£250
Lieutenant of Police	£250
Foremen of Yard (5 in No)	£250
Civil Engineer	£250
Master Smith	£230
Timber Converter	£200
Assistant Timber Converter	£160
Foreman of Sailmakers	£160
Foreman of Caulkers	£160
Foreman of Smiths	£150
Schoolmaster	£100
Inspectors (11 in No)	£100
Leading Men of Storehouses	£100)
	£ 80)
First Class Clerks (1)	£300-£350
Second Class Clerks (2)	£150-£300 Bond of 3 years salary required
Third Class Clerks (8)	£ 80-£150

1848

Captain Superintendent	David Price (1846)
Master Attendant	Richmond Easto (1846)
Master Shipwright	Samuel Read (1848)
Assistant Master Shipwright	James Underwood (1846)
Storekeeper	W Corbet Edwards (1846)
Store Receiver	W L Freeman (1846)
Director of Police	Lt Edward Ramsey (1841)
Chaplain	John Kirkby (1825)
Surgeon	John Anderson, MD. (1842)
Assistant Surgeon	Douglas N Tucker (1846)

1 P = Principal Officer

1850

Captain Superintendent	Michael Seymour (1850)
Master Attendant	Jonathan Ayen (1849)
Master Shipwright	Samuel Read (1848)
Assistant Master Shipwright	Joseph Large (1849)
Assistant Master Attendant	Charles Pope (1850)
Storekeeper	Thomas Baldock (1849) Store Receiver Chatham appointed 1837.
Surgeon	James Wilson (1850)

Dockyard School

Sheerness Dockyard School was opened in the period 1843/4 and the number of apprentices who attended this school during the year ending 31 December 1844 was 110 (Chatham 136). In 1848, the Inspector reported that there were 105 apprentices attending this school: 87 shipwrights, 9 caulkers, 3 smiths, 2 millwrights and a 4 sailmakers. The Schoolmaster had other Yard duties to perform; the classroom was a room in one of the storehouses. A new Schoolmaster, presumably a full-time teacher was appointed in 1849 when there were 61 apprentices attending the school (Chatham 92). The number attending school at Sheerness fell from 105 in 1847 to 27 in 1852; at this last date there were 70 apprentices in Sheerness Yard.[1] The School, later termed Technical Co1lege, was closed in 1958. [2] The courses of instruction were similar to those of Chatham.

Sheerness Dockyard School Merit Board

Name	Entered	Attained the rank of:
John Fincham		Master Shipwright, Portsmouth Dockyard
Sir Nathaniel Barnaby, KCB	1843	Director of Naval Construction, Admiralty
Sir Edward J Reed	1845	Director of Naval Construction, Admiralty
Henry Morgan	1848	Chief Constructor, Admiralty
Robert Barnaby	1850	Civil Technical Assistant to Admiral Superintendent, Chatham
John W Shepherd	1855	Managing Director, The London & Glasgow Engineering & Iron Shipbuilding Co Ltd
Lewis G Davies	1865	Senior Constructive Office, Tyne District
John T Comer, CB	1865	Engineer Rear-Admiral & Engineer Manager, Portsmouth Dockyard
Albert E Richards, CBE	1871	Assistant Director of Naval Construction, Admiralty
Henry Pledge, CBE	1872	Assistant Director of Naval Construction, Admiralty
Sir John Apsey, KBE	1873	Manager, Constructive Department, Portsmouth Dockyard
Thomas C E Hughes, RN	1874	Engineer Rear-Admiral
George M Apsey	1877	Chief Constructor, Admiralty
Sir William J Berry, KCB	1879	Director of Naval Construction, Admiralty
Herbert J G Blandford, OBE	1879	Chief Constructor, Sheerness Dockyard

1 The School and Library are shown on the 1858 Map of Sheerness Yard.
2 See apprentices, chapter 4.

Telegraph System

By 1852, Sheerness was in communication with Admiralty by electric telegraph. Earlier in 1796, Lord George Murray's shutter system of communication was used in a visual telegraph system connecting Admiralty to Chatham, Sheerness and Deal. Stations were erected between London and Deal; each station had six shutters revolved by pulleys worked inside a cabin below the shutters. The rest of the equipment in the station was mainly a telescope, clock and stove. Signals for Chatham Yard were observed at Gads Hill, Shorne; those for Sheerness passed via Tong and Queenborough. The telegraph system was of great importance at Deal and Sheerness, since the speedy sending and receiving of messages concerning ship movements at those stations was often of the greatest urgency. Chatham being a shipbuilding and repairing centre had less need for a telegraph system.

The shutters were replaced by the semaphore in 1816, but this was really an experimental system and extended just beyond Chatham. The telegraph in Chatham Yard was sited against the Dockyard wall near the water meter house adjoining the Admiral Superintendent's kitchen garden. The Chatham line was closed soon after 1822 as an economy measure; in any case the increasing density of the atmosphere in London would have brought visual signalling to an end. By 1859 the railway was extended to Sheerness Dockyard. In 1883 the Mile Town Station was opened.

Sheerness Dockyard during the last half of the 19th century

A steam factory was established at Sheerness in the early 1850's; it soon grew in importance owing to the demands of the Crimean War. The workmen, between 500 and 600 in number, boilermakers, engine smiths, fitters and erectors, coppersmiths, etc, were in the first instance brought from Woolwich (the Steam Factory at Woolwich had been started in 1839/40). These were hired, not established men, working Factory hours of ten hours a day all the year round. This gave them higher pay than the other craftsmen; their wages were between 8s 6d and 1s 4d a day. Though they were not entitled to a pension on retirement they became subject to the provisions of the 1859 Superannuation Act as far as age of retirement was concerned. [1]

The Dockyard did not supply steam machinery, but only effected repairs and installations; engines were being constructed in some Yards by 1894.

As early as 1830, paddle steamers had been added to the Fleet. In 1841, the screw steamer **Rattler** was laid down at Sheerness and launched in 1843. As a result of a trial in 1854 between **Rattler** and **Alecto**, a wooden paddle steamer, built at Chatham and launched in 1839, in which the former proved to be superior to the latter, Admiralty ordered four 74 gun ships and four 46 gun ships to be fitted with screws for employment as block ships or harbour ships.

Sheerness Yard was suitable for the building and repair of small wooden and later iron ships, but there were difficulties in providing large extensions of the yard. In 1870, No 3 Dock was enlarged; again in 1940 this dock was enlarged to take a **Hunt** class escort vessel. The largest ship built at Sheerness was the **Charybdis** of 4,360 tons, launched in1893. The **Repulse**, laid down at Woolwich and launched in 1868, was towed from Woolwich after this Yard had closed and was completed at Sheerness in 1870.

A floating dock of dimensions, 680 feet x 113 feet x 36 feet (33,000 tons) was added to the facilities of Sheerness Yard just before the First World War.

The 1858 Map of Sheerness show HMS **Cornwallis** as forming an extension of a jetty on

1 See Dockyardmen, chapter 3.

the south side of the caisson of the Great Basin. **Cornwallis**, 3rd rate, 74, was launched at Bombay in 1813 and she was later converted to a screw ship. In the saloon bar of an inn opposite the church at Linton, Kent, is a slab of Malabar oak from this ship, bearing the Cornwallis arms. **Cornwallis** was renamed **Wildfire** in 1916 and was broken up in 1957. The 1858 Map shows the Gunnery School and Barracks on the other side of the caisson.

Chatham was the centre for shipbuilding and repair; Sheerness, where the C-in-C of the Nore had his headquarters up to the end of the 19th century, was the Fleet base.

Recruitment of Seamen

After the Napoleonic Wars the crews of warships were obtained wholly by voluntary enlistment. To the newly commissioned ships were appointed the Captain, officers and a detachment of Royal Marines. The Captain opened a recruiting office and men were entered for the period of the commission. A hulk was attached to the ship to accommodate the new crew who assisted in the fitting out. the men received an advance of their pay on the day before sailing.

The Continuous Service system proposed by an Admiralty Committee, was adopted in 1853 in the Navy. By this arrangement, men, reckoning from 20 years of age, later 18 years of age, were entered for ten years, at the end of which time they might retire on a pension of 6d a day, or volunteer for five years longer, and then retire on 8d a day. By going on to complete 20 years' service, the volunteer would be entitled to a pension of the order of ls a day. Before this scheme few seamen were sure of a pension, for they were only entered for the period of the ship's commission and might be discharged at any moment. The seamen were recruited largely from boys in Training Ships from which they were drafted at $15^1/_2$ to 16 years of age. At the termination of a commission, leave was granted proportional to the time of commission. At the expiration of their leave they rejoined the depot and usually remained there until further notice.

Seamen's Pay

1852	1s 6d per day
1917	1s 8d per day (basic pay)
1919	4s per day (basic pay); long service pensions augmented and allowances paid

Officers' Pay

1854	Lieutenant's starting pay	10s a day
1918	Lieutenant's starting pay	12s a day
1919	Lieutenant's starting pay up from 11s a day	17s a day
1864	Commander's pay	20s a day
1918	Commander's pay	23s a day
	Pension scales as in 1870	

Coastguards and the Royal Naval Reserve

In 1856 the Coastguard was transferred from the Board of Customs to Admiralty. The Coastguard was regarded as a form of war reserve as well as an anti-smuggling organisation. Entry into it was restricted to men under 37 years of age with seven years' service as seamen. The coasts of the UK were divided into eleven districts, each district being under the control of a Navy captain, who had an ironclad guardship at some port in the district. Revenue cutters and defence gun-boats were attached as tenders to the guardship. The able seamen borne on the ship's books and employed on shore in coastguard service were in three classes: Chief Boatswain, Commissioned Boatman and Boatman. They were reservists and received high seas pay and in wartime were called upon to serve as regular sailors on board ship. The Coastguard was taught naval gunnery, gunboat exercises and the serving of land batteries. The guardships were

employed as training ships for the Navy. In 1888 the whole of the Coastguard numbered 4,000 men and the annual cost was £460,000. In 1925, HM Coastguard was transferred to the Board of Trade from Admiralty.

In 1859 the Royal Naval Reserve was formed from the Merchant Service. Annual training consisted of 28 days in a ship or hulk or at a shore battery under the local Coastguard command. The reservist was paid a retainer of £6 per year. The growth of the Reserve may be seen from the following table:

	Men serving	*Men in reserve*
1837	29,000	
1887	82,000	3,800 Coastguard 25,300 RN Reserve 6,500 Pensioners

Medway Steam Reserve

In 1851 the Medway Steam Reserve was formed with headquarters at Sheerness. There were four divisions: in the First Division, ships were ready for commissioning; in the Second, ships were ordered to be prepared for the First class; in the Third, ships were capable of being fitted for sea service; and in the Fourth, the ships were regarded as being unfit for further sea service. Ships in the Fourth Division were usually dismasted.

In 1860 the Superintendent of the Steam Reserve was in the guardship **Cumberland**, and the flagship of the C-in-C was the **Monarch**. The former was launched at Chatham in 1842, and the latter, transferred from Deptford Yard in 1825, was launched at Chatham in 1832.

One ship in the Steam Reserve, the **Victor**, wood screw gun vessel 6, was sold for mercantile use as SS **Scylla** in November 1863 and resold the next month as Confederate SS **Rappahannock** She sailed off and at sea the crew hoisted the Confederate flag; she was interned by the French at Cherbourg.

This country was in an uneasy state of neutrality during the American Civil War and a searching investigation was made concerning the fitting out and departure from the Nore . of the Confederate ship. Dockyardmen who had taken part in breaching the Neutrality Laws were dismissed from Sheerness and legal proceedings were taken against William Rumble, Chief Engineer and Inspector of Machinery Afloat at Sheerness, who was charged with the violation of the Foreign Enlistment Act. This Act of 1819 prohibited the building and equipping of armed ships in British ports for the support of belligerents in a war in which Britain was neutral.

Rumble was charged at Sittingbourne Court that:

> *... on 23rd November 1863, he did unlawfully without leave or licence of Her Majesty for that purpose fit out Victor in order that the ship might be employed by the Confederate State of N. America and that on the 24th November he did unlawfully engage and procure divers persons to wit James Maloney and others to enlist and serve in aid of the Confederate State.*

The case was ordered to be tried by a higher court. In the Court of the Queen's Bench the Middlesex Grand Jury found a true bill against William Rumble for a misdemeanour; in October 1864 Rumble appeared before the Court of the Queen's Bench. He pleaded not guilty and the case was adjourned. In 1865, Rumble was found not guilty; he was put on half pay.

In 1863 the flagship of the C-in-C Nore was the **Formidable**, and the guardship of the Reserve was still **the Cumberland** By 1869 **Formidable** was replaced by **Agincourt**, and **Cumberland** was put out of commission when the Captain Superintendent of Sheerness Yard assumed charge of the RN Barracks, Sheerness.[1] In 1873 the Steam Reserve was moved to Chatham. **Pembroke**, replaced by **Duncan**, screw 1st rate, 101, was moved to Chatham with the Steam Reserve.

In 1881, **Duncan** and the RN Barracks at Sheerness were merged into one establishment bearing the name Duncan. The ship was to carry a skeleton crew and serve as flagship of the C-in-C.

The 'South Eastern Gazette' on 2 December 1882 reported:

> *On Tuesday, courts-martial assembled on board the **Duncan** flagship for the trial of Henry Carter, Stoker, Henry Swallow, Stoker, and George Hanson, Sailmaker, all belonging to HMS **Pembroke**, Steam Reserve ship at Chatham, for improperly leaving Chatham Dockyard on November 14th.*

In 1883, the same paper reported that HMS **Rambler** was commissioned at Sheerness for surveying duties in the China Seas. Her crew of Bluejackets and Petty Officers were appointed from RN Barracks, Sheerness, and her Engine Room Artificers and Stokers from the **Pembroke** guardship of the Medway Steam Reserve.

Duncan was moved to Chatham in 1890. In the last decade of the 19th century, **Wildfire**, a screw yacht tender, acted as flagship of the C-in-C Nore, and the **Sanspareil** the port guardship at Sheerness. Port guardships, would in time of emergency join and act with the coastguard ships to form the Reserve Fleet, second line of support of the Channel Squadron.

Sheerness in the 20th century

Outside Sheerness Harbour lay a bar. This was examined by divers in 1907 who discovered a large chalky ridge that had held up silt from the Medway. It was dredged the following year and many buckets were broken, but 28 feet L W S T was produced giving a good clearance for large ships except at low water.

From 1904 until its closure in 1960, Sheerness was engaged in the repair of small warships, submarines and Yard craft. During the Second World War it specialised in the quick repair of minesweepers - there were 200 of these craft based on Queenborough Pier.

On Saturday night, 31 January 1953, the east coast of Britain was lashed by a terrific gale and there was a phenomenally high tide at 01.30 Sunday 1 February. It was 24 feet 9 inches in the Medway, the highest ever recorded. The Isle of Sheppey was cut off from the mainland by floodwater extending from the east of Kingsferry Bridge to Leysdown Marshes. At Sheerness a 30ft breach was made in the sea wall. In Sheerness Dockyard the submarine **Sirdar**, undergoing a refit, filled with water and submerged. The 1,100 ton frigate **Berkeley Castle**, also undergoing a refit, partly filled with floodwater and fell on her side.

Between the First & Second World Wars there were rumours of the closure of Sheerness Dockyard. In fact in 1928, the Board of Admiralty, looking for economies, decided that

1 Until the end of the 19th century the Navy had no shore accommodation for officers and men except at the Greenwich and Portsmouth Colleges and at Sheerness where the Gunnery School (See 1858 Map) provided accommodation for ratings paid off from the ships at that port. Otherwise hulks provided the receiving accommodation.

the Yard should close, but the step had political overtones and the Board was told that their decision was premature.

However, in 'The Times' of 25 March 1958 appeared an advertisement for the sale of Sheerness Dockyard. The site area was given as 60 acres, and the frontage to the River Medway as 1750 feet. The Yard comprised the Great Basin fitted with a caisson, 300 feet (280 feet at north end) by 515 feet, connecting with Docks Nos 1,2, & 3, with floor lengths of 242, 234, and 268 feet respectively, and depths over the sill of 25 feet 6 inches. The Small Basin (tidal) 200 feet by 250 feet, and the Boat Basin (tidal, but fitted for a caisson) 201 feet by 280 feet, connecting with Docks Nos 4 & 5 with floor lengths of 287 feet and 288 feet respectively, and depths over sills of 20 feet and 15 feet respectively. The concrete slipway was 275 feet by 23 feet with a 50 foot cradle.

Sheerness Dockyard was sold in February 1960 and developed by the Sheerness Harbour Company; in 1967 this was acquired by the Medway Conservancy Board at a cost of £857,375. The Admiralty Signal Station at Garrison Point, Sheerness, was opened in 1962 as the Port Operation and Information Service installation.

List of Ships built at Sheerness Dockyard after 1815

Date	Name	Rate & Guns	Tonnage	
1820/1	Caisson			
1821	Opossum,	Brig Sloop 10	236bm	
1822	Onyx,	Brig Sloop 10	236	
1824	Mud Barge, No 5		58	
1824	Mud Barge, No 6		58	
1826	Daedalus,	5th rate 46	1083	
1827	Mooring Lighter No 5		161	
1827	Mooring Lighter No 6		161	
1830	Medway, Sailing Lighter		167	
1830	Magpie,	Cutter 4	108	
1830	Quail,	Cutter 4	108	
1832	Salamander,	Wood Paddle Sloop 6	818	Maudslay Sons & Field Engines (Packet)
1833	Vestal,	6th rate 26	913	
1833	Mud Punt		101	
1833	Royal Adelaide,	Yacht	50	
1836	Bonetta,	Brigantine 3	319	
1836	Dolphin,	Brigantine 3	319	
1836	Gipsy,	Schooner Tender	70	
1837	Megaera,	Wood Paddle Sloop 2	717	
1837	Calliope,	6th rate 28	720	Built in No 4 Dock
1838	Acheron,	Wood Paddle Sloop 3	722	Seaward Engines
1839	Prometheus,	Wood Paddle Sloop 5	796	Seaward Engines
1839	Vesuvius,	Wood Paddle Sloop 6	970	
1841	Styx,	Wood Paddle Sloop 6	1057	
1841	Spy,	Brigantine 3	320	
1842	Cormorant,	Wood Paddle Sloop 6	1057	

List of Ships built at Sheerness Dockyard after 1815 continued

Date	Name,	Rate & Guns	Tonnage	
1843	Rattler,	Wood Screw Sloop 6	888	Maudslay Sons & Field Engines
1845	Fury,	Wood Paddle Sloop 6	1124	
1845	Alarm,	6th rate 28	910	
1847	Dart,	Brigantine 3	319	
1848	Diamond,	6th rate 28	1051	
1851	Miranda,	Wood Screw Corvette 14	1039	Built on Slip
1853	Tribune,	Wood Screw Corvette 31	1570	Maudslay Sons & Field Engines
1854	Pylades,	Wood Screw Corvette 21	1278	Engines
1854	Staunch,	River Barge	131	
1855	Chub,	Wood Screw Gunboat 2	212	
1856	Scylla,	Wood Screw Corvette 21	1467	
1858	Clio,	Wood Screw Corvette 22	1472	Built on Slip
1860	Orestes,	Wood Screw Corvette 21	1717	Built on Slip
	Weymouth,	Wood Screw Corvette	1857	Laid down 1860, cancelled 1863
	North Star,	Wood Screw Corvette	1857	Laid down 1860, cancelled 1865
1867	Eclipse,	Wood Screw Sloop.	1276	Built on Slip
1868	Bullfinch,	Wood Screw Gun Vessel	664	Built in No 2 Dock
1869	Vulture,	Wood Screw Gun Vessel	664	Built in No 2 Dock
1870	Lively,	Wood Paddle Dispatch Vessel	835	Built on Slip
1872	Yard Craft		29	Built on Slip
1873	Encounter,	Wood Screw Corvette	1970	Built on Slip
1873	Trinculo,	Tug	54	Built in Mast House
1874	Diamond,	Wood Screw Corvette	1970	Built on Slip
1876	Osprey,	Composite Screw Sloop [1]	1301	Built on Slip
1878	Gannet,	Composite Screw Sloop	1130	Built on Slip
1879	Kingfisher,	Composite Screw Sloop	1130	Built on Slip
1881	Satellite,	Composite Screw Corvette	1420	Built on Slip
1882	Caroline,	Composite Screw Corvette	1420	Built on Slip
1884	Pylades,	Composite Screw Corvette	1420	Built on Slip
1885	Swallow,	Composite Screw Sloop	1130	Built on Slip
1887	Buzzard,	Composite Screw Sloop	1140	Built on Slip
1887	Grasshopper,	Torpedo Gunboat	550	Built in No 2 Dock
1888	Pigmy,	Composite Screw Gunboat	755	Built in No 5 Dock
1888	Daphne,	Sloop	1140	Built on Slip
1889	Basilisk,	Sloop	1170	Built in No 2 Dock
1889	Barracouta,	3rd Class Cruiser [2]	1580	Built on Slip
1889	Goldfinch,	1st Class Gunboat	805	Built in No 4 Dock
1890	Gleaner,	Torpedo Gunboat	735	Built in No 1 Dock
1890	Gossamer,	Torpedo Gunboat	735	Built in No 1 Dock
1891	Brilliant,	2nd Class Cruiser	3600	Built on Slip

1 After 1873 displacement tonnage was used. See chapter 1, Development.
2 About 1890 Admiralty substituted the term 'cruisers' for the old titles, 'frigates' and 'corvettes.' 1st Class: 5600/9000 tons; 2nd Class: 2500/4300 tons; 3rd Class: 1580/1830 tons. All three classes had pole masts and no sails

List of Ships built at Sheerness Dockyard after 1815 continued

Date	Name		Tonnage(Displacement)	
1892	Circe,	Torpedo Gunboat	810	Built in No 1 Dock
1892	Hebe,	Torpedo Gunboat	810	Built in No 1 Dock
1892	Leda,	Torpedo Gunboat	810	Built in No 2 Dock
1892	Alarm,	Torpedo Gunboat	810	Built in No 2 Dock
1893	Charybdis,	2nd Class Cruiser	4360	Built on Slip
1894	Torch,	Sloop	960	Built in No 2 Dock
1894	Alert,	Sloop	960	Built in No 2 Dock
1896	Proserpine,	3rd Class Cruiser	2135	Built on Slip
1896	Pelorus,	3rd Class Cruiser	2135	Built on Slip
1897	Pomone,	3rd Class Cruiser	2135	Built on Slip
1898	Rosario,	Sloop	980	Built in No 2 Dock
1898	Condor,	Sloop	980	Built in No 2 Dock
1900	Espiegei,	Sloop	1070	Built on Slip
1900	Shearwater,	Sloop	980	Built in No 2 Dock
1900	Vestal,	Sloop	980	Built in No 2 Dock
1901	Fantome,	Sloop	1070	Built in No 1 & No 5 Dock
1901	Merlin,	Sloop	1070	Built in No 2 Dock
1901	Odin,	Sloop	1070	Built in No 2 Dock
1903	Clio,	Sloop	1070	Built in No 4 Dock
1903	Cadmus,	Sloop	1070	Built on Slip

Resident Commissioners at Sheerness

The Commissioner at Chatham was responsible for Sheerness Yard until 1796, from which time Sheerness had its own Resident Commissioner.

1796-1799 FRANCIS JOHN HARTWELL
Hartwell was moved to Chatham in 1799.

1799-1804 ISAAC COFFIN

In 1798 Coffin was Commissioner at Minorca; four months later he moved to Halifax and finally to Sheerness. Whilst in post at Sheerness he attained the rank of Rear-Admiral; in the same year, 1804, he was created a baronet. He was then transferred to Portsmouth.

Coffin was exceptional in that he was one of the few commissioners to attempt to discipline the Yards. Sheerness was virtually an open thoroughfare, for the hulks forming the breakwater were inhabited by workers' families. The Officers had never closely supervised the working area of the Yard which the men regarded as a right of way. Coffin enclosed the Dockyard area.

With the support of St Vincent, he then checked the Yard Officers. He found that private vessels had been repaired at Sheerness without Board approval and he secured the dismissal of the Master Shipwright, Thomas Mitchell. He then accused the Clerk of the Checque of malpractices ranging from the payment of Extra to the Master Smith, who had been absent from the Yard, to the entering of unsuitable boys as apprentices and

falsifying their earnings. Following the Yard Visitation in 1802 the Clerk of the Checque was dismissed. Coffin also secured the censuring of the Storekeeper and the Master Sailmaker for fraudulent practices.

1804-1806 HON GEORGE GREY
He was transferred to Portsmouth after his service at Sheerness.

1806-1811 WILLIAM BROWN He achieved flag rank.

1811-1814 WILLIAM GRANVILLE LOBB He died in office.

1814-1822 HON COURTENAY BOYLE
From Sheerness he was appointed to the Victualling Board.

There was no Resident Commissioner at Sheerness from February 1822 to May 1829, when Captain John Mason Lewis was appointed to supervise both Sheerness and Chatham Yards.

1829-June 1832 JOHN MASON LEWIS

Lewis was superannuated in 1832 with a pension of £500 per year. He was the last Resident Commissioner at Sheerness.

June 1832- January 1837 CAPTAIN SIR JAMES ALEXANDER GORDON, KCB.

Gordon was appointed Captain in 1805 and after the abolition of the Navy Board in June 1832, held the post of Captain Superintendent of both Chatham and Sheerness Yards. The end of the grouping of these Yards occurred in 1834 when Captain Thomas Fortescue Kennedy was appointed Captain Superintendent of Sheerness Yard .[1]

Captain Superintendents of Sheerness Yard

1834-38	Thomas Fortescue Kennedy	Captain RN	
1838-41	Sir John Hill	Captain RN	
1841	Sir Walklyn Owen Pell	Captain RN	Captain Superintendent Pembroke 1842-5
1841-44	Peter Fisher	Captain RN	
1844-46	Richard Arther, CB	Captain RN	
1846-50	David Price	Captain RN	
1850-51	Michael Seymour	Captain RN	
1851-54	Charles Hope	Captain RN	
1854	Christopher Wyvill	Captain RN	Captain Superintendent Chatham 1854-56
1854-57	John Jervis Tucker	Captain RN	
1857-59	John Coghlan Fitzgerald	Captain RN	

1 Admiral Superintendents were appointed at Portsmouth and Plymouth; a Captain with the rank of Commodore Superintendent was appointed to Woolwich, and Captain Super- intendents at the other Dock and Victualling Yards

Captain Superintendents of Sheerness Yard continued

1859-60	Rundle Burges Watson, CB	Captain RN	
1860-65	Charles Wise	Captain RN	
1865-69	William King Hall, CB	Captain RN	Captain of Steam Reserve 1863-65
1869-70	Hon A A Cochrane	Captain RN	This officer seems to have held both the posts of Captain Superintendent and Captain of the Steam Reserve
1870-75	William Gamham Luard, CB	Captain RN	
1875-77	Hon Fitzgerald A C Foley	Captain RN	
1877-79	Thomas Brandeth	Captain RN	Admiral Superintendent Chatham 1879-81
1879-83	Theodore M Jones	Captain RN	
1883	John Ommaney Hopkins	Captain RN	
1883-85	William Codrington, CB	Captain RN	A S Chatham 1887-88
1885-86	Henry Frederick Nicholson, CB	Captain RN	
1886-88	Sir Robert Henry More-Molyneux, KCB	Captain RN	
1888-90	Charles George Fane	Captain RN	
1890-92	Richard Duckworth King	Captain RN	
1892-94	Armand Temple Powlett	Captain RN	
1894-95	John Fellowes, CB	Captain RN	
1895-98	John Coke Burnell	Captain RN	
1898-99	Andrew Kennedy Bickford CMG	Captain RN	
1899	Reginald Friend H Henderson, CB	Captain RN	Captain of Steam Reserve Chatham 1888-90

During the Second World War the Superintendent of Sheerness Yard held the post of Commodore-in-Charge.

Master Shipwrights & Chief Constructors at Sheerness Yard

1673-75	John Shish	To Deptford
1675-77	Jonas Shish [1]	Resigned and became private shipbuilder
1677-78	Thomas Shish	To Woolwich
1678-85	Joseph Lawrence	To Woolwich
1685-91	Daniel Furzer	Then Assistant Surveyor
1691-94	Zachary Medbury	
1694-95	William Bagwell	From Chatham to Portsmouth
1695-99	Robert Shortis	From Harwich to Sheerness
1699-1700	William Lee	From Chatham to Woolwich

1 In December 1675 old Jonas Shish, Master Shipwright of both Deptford and Woolwich Yards was transferred to Sheerness, possibly because of his age. It was then decided to appoint a Master Shipwright at each of the two Thames Yards. Phineas Pett was promoted from Assistant Master Shipwright to Master Shipwright at Woolwich and John Shish was transferred from Sheerness to Deptford.

Master Shipwrights & Chief Constructors at Sheerness Yard continued

Master Shipwrights & Chief Constructors at Sheerness Yard continued

1700-01	W Bond	From Deptford. Died
1701-05	Joseph Allen	From Deptford to Woolwich
1705	Richard Stacey	From Kinsale to Woolwich
1705-09	Jacob Ackworth (Acworth)	From Harwich to Woolwich
1709-11	John Poulter	From Harwich. Died
1711-14	John Naish	From Harwich to Woolwich
1714-15	John Hayward	From Kinsale to Woolwich
1715-17	Paul Stigant	From Harwich. Died
1717-32	John Ward	From Deptford to Chatham
1732-41	John Rosewell	From Chatham. Died
1741-42	John Holland	From Chatham to Woolwich
1742-51	John Poole	From Portsmouth. Died
1751-52	Adam Hayes	From Woolwich to Woolwich
1752-53	Edward Allin	From Chatham to Woolwich
1753-55	William Moreland	From Chatham. Died
1755	Israel Pownoll	From Chatham to Woolwich
1755-62	Joseph Harris	From Deptford to Woolwich
1762-65	John Williams	From Portsmouth to Surveyor
1765-67	William Gray	From Deptford to Woolwich
1767-72	Edward Hunt	From Woolwich to Portsmouth
1772-73	Nicholas Phillips	From Chatham to Woolwich
1773-78	George White	From Deptford to Woolwich
1778-79	John Jenner	From Plymouth to Woolwich
1779-82	Henry Peake	From Chatham to Woolwich
1782-84	Thomas Pollard	From Portsmouth to Plymouth
1784-85	Martin Ware	From Plymouth to Woolwich
1785-87	John Nelson	From Chatham to Woolwich
1787-90	William Rule	From Portsmouth to Woolwich
1790-93	Edward Sison	From Chatham to Plymouth
1793-95	John Marshall	From 2nd Assistant Surveyor to Plymouth
1795-1801	Thomas Mitchell	From Chatham. Dismissed
1801-03	Nicholas Diddams	From Portsmouth to Portsmouth
1803-06	R John Nelson	From Deptford to Deptford. Drowned 1813
1806-13	George Parkin	From Assistant, Sheerness, to Chatham
1813	William Stone	From Assistant, Deptford, to Deptford
1813-16	Henry Canham.	From Milford (Master Builder)
1816-23	John Nolloth	From Assistant Surveyor to Portsmouth
1823-26	Oliver Lang	From AMS Plymouth to Assistant Surveyor, then Woolwich
1826-33	Joseph Seaton	Was Master Builder, Bombay
1833-35	Richard Blake	
1835-39	John Fincham	To Master Shipwright, Chatham
1839-47	James Atkins	
1847-48	Isaac Watts	
1848-58	Samuel Read	

Master Shipwrights & Chief Constructors at Sheerness Yard continued

1859-62	William Henwood	
1862	Henry Loyalty Peake	
1862-65	William Moody	
1866-78	Alfred Barnes Sturdee	Chief Constructor after 1st April 1875
1878-82	James Angear	
1883-89	James Henry Elliott	
1889-93	Andrew William Row	
1893-1900	Henry Horatio Ash	
1899-1902	Charles Powell Lemon	
1902-04	Thomas Mitchell	To Chief Constructor, Chatham
1904-12	Edwin Beaton	
1912-13	William Thomas Hockady	
1913-18	William George Cole	
1918-19	S W F Furze-Morrish	
1919-21	John Rogers	
1921-24	H J G Blandford	
1924	J F Walker, MBE	

Notes on above list

1. For the majority of the holders of this office, Sheerness was a staging post in their careers. In the last column, details are given of the place from whence they came to Sheerness, and then the place to which they were appointed after leaving Sheerness.

2.There are memorials in St Nicholas Church, Deptford to the Shish family:

> *Jonas Shish, Master Shipwright to Charles II of HM Yards Deptford and Woolwich who departed this life May the 7th 1680 in the 75th year of his age.*
>
> *Also John, the eldest son, Master Shipwright of HM Yard of Deptford, obit October 16th 1686, aged 43 years, and Thomas, the third son, Master Shipwright of HM Yard at Woolwich, obit December the 6th, 1685, aged 37 years.*

In his diary on 13 May 1680, Evelyn wrote:

> *I was at the funeral of old Mr Shish, master shipwright of His Majesty's Yard here, an honest and remarkable man, and his death a public loss, for his excellent success in building ships (tho' altogether illiterate) and for breeding up so many of his children to be able artists. I held up the pall with three knights who did him that honour, and he was worthy of it. It was the custom of this good man to rise in the night, and to pray kneeling in his own coffin which he had lying by him many years. He was born in that famous year of the Gunpowder Plot, 1605. He was 75 at his death.*
>
> *His son built 'the goodliest ship in the whole Navy' the* ***Neptune*** *which was launched on 17th April 1683. This was the last of the 30 ships ordered to be built by Act of Parliament.*

Other Admiralty Premises on the River Medway

In 1908 Short Bros obtained the concession to manufacture copies of Wright's aeroplane in Britain. They built a factory at Leysdown on the Isle of Sheppey to manufacture not only copies of Wright's machine, but designs of their own. In 1911, the first RN flying School was established at Eastchurch and RNAS technicians were trained in Short's factory. One of the first attempts to fly off an aeroplane from a warship was made when in January 1912 one of Short's biplanes was flown by Lieutenant Sampson from a wooden runway built on the forepart of **HMS Africa** lying in Sheerness Harbour.

In December 1912 Admiralty commissioned a seaplane base on the Isle of Grain at Cockleshell Hard; a pier and slipway for the base were built in 1914.[1] At about the same time a Naval Airship Station was built at Kingsnorth and a pier constructed on the site of the present-day Kingsnorth Power Station pier.

Despite certain disadvantages the airship was used extensively for the patrolling of the North Sea during the First World War; aeroplanes suffered from the disadvantage that they could not fly over the sea for long periods. Fifteen 'SS' non-rigid airships which could fly at about 50 mph were ordered in 1915. Young naval officers and direct entries were trained at Kingsnorth to fly airships. By the end of 1916 the larger coastal type of 'C' type were designed at Kingsnorth.[2]

In 1917 volunteers for drawing office duties (and airship flying) were sought in Chatham Yard:

To A.S. Chatham

16March 1917
Additional draughtsmen required at Kingsnorth Naval Air Station.

Candidates selected from acting second class or Assistant Draughtsmen or Mechanics engaged on drawing duties or promising senior apprentices in the Engineering Department.

Pay 30s to 45s per week and war bonus of 7s and overtime payable after 42 hours at usual rates.

Candidates eligible for airship flying and if selected entitled to special bonus.

After the First World War the station was closed and the work transferred to Cardington. The airship sheds, a feature known to many old Medway Towns People, were pulled down in 1935. Holm & Co, petrol factors, were established at Kingsnorth using and extending the old Admiralty jetty. Berry Wiggins later occupied the site of Kingsnorth Air Station producing fuel and lubricating oil and, later, other oil products. In 1937 they built the Bee Ness jetty with associated pipe lines by the side of Damhead Creek. The original jetty at Kingsnorth was taken down during the building of the Power Station.

It was still possible in the 1970's to find evidence of the Air Station. The Officers' Quarters were occupied by a private residence and the post at the entrance gate still carried the fouled anchor badge. The residence bordered on the premises of Berry Wiggins.

1 In 1918 this station was taken over by the RAF who continued to use it until1922 when it was returned to the Navy, who in later years used it as an armament depot. The area is now owned by the Central Electricity Generating Board.
2 In 1915 the design of rigid airships was transferred from Vickers to the Director of Naval Construction, Admiralty.

CHATHAM VICTUALLING OFFICE

De Ganahl, an American, purchased land in the south of the Isle of Grain and during the First World War built storage tanks and a deep water jetty to accommodate tankers. He set up cracking units at Grain producing Power Petrol and fuel oil. The refinery was dismantled in 1934 but operations continued as a storage installation; during the Second World War this installation became part of the government oil storage plan.

An Admiralty oil pumping station had been established at Port Victoria during the early part of this century when the Navy was changing over from coal to oil fuel. In 1939 the government purchased land at Wallend, Isle of Grain, on which were built 22 covered tanks. In 1942 the laying of the Grain section of the 'Pluto' system of underground pipeline began which was ultimately to carry petrol by 'Pipe Line Under The Ocean' to France. The pumping from Grain to the terminal at Dungeness began in October 1944 and was continued day & night until the end of July 1945.

All this was superseded by the installation of the BP Oil Refinery which itself was almost completely closed by 1982.

Disposal of other Admiralty Properties

At the same time as Admiralty disposed of Sheerness Dockyard, various areas of land lying between Sheerness and Chatham Yards were offered for sale. Bumtwick Island, Hoo Fort and Darnet Fort were in the freehold ownership of the War Office and were held by Admiralty on permanent transfer terms. This transfer had taken place in 1907 for Burntwick Island and in 1909 for the other two. In 1964 Darnet Fort together with Bishops' Marsh and Copperhouse Marsh, all told 180 acres, together with the Lordship of Grange Manor was sold to a private buyer. In 1968 the Medway Conservancy Board resolved to buy 395 acres at Sharpness and Medway Saltings and 75 acres of Burntwick Island from the Ministry of Defence. The rest of Burntwick Island belonged to the trustees of S J Brice and had been reserved for clay digging.

Chatham Victualling Office

The function of the Victualling Office was to serve the ships in petty warrant (harbour) at Chatham & Sheerness and to victual newly fitted ships for sea. No victualling office was maintained at Sheerness: the Navy relied on the guardship at the Nore for emergency issues.

There had been victualling storehouses at Rochester since the middle of the 16th century; in 1570 the victualling buildings at Dover were removed and re-erected at Rochester.

Before 1684 victualling was carried out by contract. A merchant or syndicate was awarded the privilege of renting the King's Victualling ships and warehouses. The contract laid down the variety of victuals to be supplied, the quality expected and the method of preserving and packing. Each year in the late summer a declaration was made by the King of the number of men to be victualled in the coming year; this was followed up by a statement of the portion which the contractor was to place at the various ports. All victuals had to be delivered alongside for transfer and stowage by the ship's company. The contractor agreed to issue victuals only by warrant from the naval authorities and to require the ship's purser to sign a receipt for provisions supplied. The contractor submitted his accounts annually to the Navy Office.

When victualling by contract ended it was put into commission. On 8 August 1690, the Commissioner for Victualling the Navy received their instructions:

> *The said Commissioners are to receive into their charge and possession all their Majesties' Houses, Brewhouses, Bakehouses, Mills, Granaries, Storehouses,*

> *etc . . . as at Dover, Rochester, Portsmouth ... which have been usually appropriated for the service of the victualling of the King's Navy together with all tenements, grounds and profits to them belonging.*

In 1691 an estimate for £112 6s 8d for enlarging the slaughterhouse at the Victualling Office at Chatham was submitted; the then existing premises were not considered large enough to supply petty warrant victuals.

The Agent for Victualling at Chatham whose name appears in the Accounts of 11 February 1693/4 was Rowland Crisp.

In the Calendar of Treasury Papers appears a report of the Victualler of the Navy to the Lords of the Treasury dated 20 February 1694/5 on the petition of Leyman Tredenham, Esq and Dame Margaret Tufton Tredenham, his wife, as to an agreement made with Mrs Lewis by the late Contractors for a house to convert into a Victualling Office which was held by lease from St Bartholomew's Hospital with a minute:

> *If Mr Tredenham will take £100 a year for 21 years for the rent of the victualling office near Chatham, my Lords will agree to that otherwise the Surveyor of the Navy must take a view and make an estimate of the yearly value.*

Tredenham did accept this offer and the rent of £100 for victualling office and wharf at Chatham was recorded as paid in 1695 to Tredenham and later to his widow. On 29 March 1699 she received £50 for half year's rent with £14 12s 4d abated for land and window tax and quit rent for one year ending Lady Day 1699.

John Hales (Shales) was appointed Agent Victualler 7 February 1700/10. In November 1718 the Agent Victualler at Chatham, William Partridge, paid short allowance to the men.

The Victualling Office was too small and negotiations with Rochester Corporation were started for a lease of land on which to rebuilt a new Victualling Office. [1] This Victualling Store is shown on 'Prospect of Rochester' dated 1738. It shows about 17 buildings with a jetty and a flagstaff. The Victualling Office stood near the boundary of Chatham and Rochester between the High Street and the River Medway. It was in Rochester though the land was a part of Chatham Parish- Chatham Intra. A railway bridge now crosses the road near the site of this Office, which comprised slaughtering and curing houses for beef and pork, a bakehouse, a cooperage, etc.

The Navy Victualling Office at Chatham was one of Best Brewery's [2] customers about the middle of the 18th century, particularly at Christmas time. The Victualling Office ordered their beer in butts (108 gallons) and puncheons (72 gallons) which were considered better cask sizes for storage aboard ships- only public houses received their supplies in 36 gallon barrels.

In 1742 the charges of the Victualling Office were:

Chatham	Agent	£200
	Storekeeper	50
	Master Cooper	47
	Other charges	963
		£1260 [3]

1 Most of the buildings of this Yard were rented.
2 James Best headed this Brewery in the Years between 1744 & 1782.
3 About half those at Portsmouth and Plymouth

CHATHAM VICTUALLING OFFICE

The personnel at the Victualling Office, Chatham, from April to June 1765 were:

		Wages for the Quarter.
Henry Hutchinson	Agent	£50
Will Marley	Clerk	£12 10s
John Farmer	Clerk	£10
Robert Bussell	Storekeeper	£12 10s
Nicholas Norsmaill	Stores Clerk	£10
Coopers		
James Young	Master	£11 14s (3s 0d a day, 6 days a week)
William Ladbury	Assistant	£10 5s (2s 6d a day, 6 days a week)
Henry Kingsnorth		£ 5 17s (1s 6d a day, 6 days a week)
Company of Hoy		
W Moulden	DDMaster	£8 13s 11d
John Collins and four crew	Mate	£6 5s 1d
Company of Yawl		
Francis Dupanes	Master	£6 8s 4d (£2 per month)
John Cheney and one crew	Mate	£3 13s ld (£1 3s per month)
16 Labourers	1s 6d per day}	
2 Bakers	2s 2d per day }	£113 14s
12Watchmen	9d per night	£ 13 13s
4 Warders	Is per day	£ 2 12s

In 1767 the Victualling Office was assessed at £80 and paid the poor rate of 9d in the £, i.e. £3. There was only one assessment higher than this, the Dockyard at £150.

The Victualling Yard was improved by the Agent Victualler, Millboum Marsh, in 1771 with new buildings and a fresh jetty. There is a memorial in St Mary's Church, Chatham, to Marsh who died 17 May 1779 aged 69. His career is of interest: Carpenter of the **Royal George**: Naval Officer, Port Mahon 1755; Master Shipwright Gibraltar 1756; on the reduction of numbers at Gibraltar in 1763 transferred to Port Mahon as Muster Master and Storekeeper; Storekeeper at Deptford 1765 and later in the same year Agent Victualler at Chatham. There is a memorial to his widow, Katherine, in the nave of Rochester Cathedral; she died 9 February 1801 aged 78.

In Addison's 'Thames Estuary' there is a note about Thomas Moore Slade, Agent Victualler at Chatham, who was something of an art connoisseur and who bought a valuable collection of pictures in France at the time of the death of the Duke of Orleans. The duty was heavy at the time, so Slade made use of the vessels attached to his office and evaded the duty and freightage. The pictures which were in 15 heavy cases were a most valuable cargo, realising a great sum when offered for sale. Suspicions were aroused and in the end Slade paid dearly for his enterprise.

The Agent Victualler at Chatham in 1800, Joseph Mathews, sent men employed in his department and a large supply of water in butts to assist in putting out the great fire at Chatham. The principal inhabitants of Chatham met in his house to discuss the means to

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assist sufferers from the fire. In 1809 the Agent Victualler was Mr Stokes .[1]

In the church of St Margaret, Rochester, there is a tombstone with the inscription:

> *Mr William Hillier ,formerly a purser in the Royal Navy and latterly Clerk of the Checque in the Victualling Department, Chatham, died October 30th 1846, aged 84 years.*

The Victualling Yard at Chatham was originally a sub-depot of the Yard at Deptford; after the Napoleonic Wars the Chatham Depot was becoming obsolete. By the end of the 1820's the Depot had ceased to exist and lighters from Deptford supplied Chatham & Sheerness.[2] The premises were let to private individuals and the site, King's Arms Wharf, was occupied later by the Chatham Central Station of the S E Railway. This station was closed in 1911. The public house opposite on Rochester Banks was originally called the 'Victualling House Inn,' but its sign was changed to the 'Central Hotel' when the station was opened on part of the wharf. This public house later became a printing works.

In 1904 a Victualling Depot in the charge of a Victualling Supply Officer was opened near Gillingham Gate of Chatham Dockyard.[3] Cattle were supplied by Messrs Gurr of Chatham and were slaughtered in abattoirs in the Yard. There were improvements over the years and there were later a modern cold storage plant and several storehouses holding a complete range of provisions.

After the closure of the Royal Victoria Yard at Deptford in 1961, the activities of the Depot at Gillingham expanded and Army & RAF units and prisons in the south east of England were supplied from this Depot, as well as the Navy. The Depot controlled the issue of protective clothing and was responsible for the storage and issue of library books read in HM ships and shore establishments. This Depot was controlled by the Superintending Victualling Supply Officer, Royal Clarence Yard, Gosport.4

From 1 January 1965, the RN Supply & Transport Service was formed from the Naval Store, Armament Supply, Victualling & Movements Department.·

In 1965 the **Admiralty Clothing Factory** adjoining Prospect Row, Brompton, was closed. This factory, which had been in existence since the turn of the century, employed 32 full-time men and women and about the same number on a part-time basis.

1 Wm Cooper was the Storekeeper in 1808.
2 In June 1872 Mr Alfred Cheeseman of Beacon Court Farm contracted with the Navy to supply oxen for fresh beef for Chatham & Sheerness for the ensuing six months.
3 The duties of the Superintending Victualling Supply Officer were:
(1) Receipt, storage, supply and issue of any work on victualling stores
(2) Supply of water by tank vessels
4 See article in the Dockyard newspaper, Periscope of 30 December 1965

Closure

On Thursday 25 June 1981, the Government of the day announced their intention to close HM Naval Base, Chatham.

This devastating news was received with shock throughout the Medway Towns and beyond, not only by people who worked at the Royal Dockyard but by many more who realised that the main heart-beat of Medway's industrial life was about to stop.

Two years later the last warship to be refitted at Chatham, the frigate **HMS Hermione,** sailed out into the river Medway. She was leaving behind a strangely empty and quiet Dockyard. The crowd of employees and their families who witnessed this last ceremony was silent and filled with emotions; pride in another warship refitted to the highest standards and immaculate, like so many before her; but also sadness and resentment that our Dockyard had been made redundant.

The last Admiral, Rear Admiral WA Higgins CBE RN, saw his flag hauled down at sunset on 30 September 1983 It was a sombre occasion witnessed by official guests, and also by the ghosts of former Commissioners, Superintendents and of countless craftsmen who had toiled within this unique collection of historic buildings, slips and docks.

Then the huge wooden gates into the Dockyard were closed finally on 31 March 1984. Over 400 years of service to Crown, Country and the Royal Navy, had come to an end.

The Chatham Dockyard Historical Society

The Chatham Dockyard Historical Society was founded in 1980 and had established a large museum by the time of the Dockyard's closure. The object of the Society was, and still is, to educate the Public in the history of Chatham Dockyard.

We have always known of James Crawshaw's passion for our subject and have been aware of his unpublished notes, keeping in touch with Grace Crawshaw in her retirement.

Many of our Society members were taught by James and have great respect for his talents. We knew that he had produced excellent books on St Mary's Church, and the Dockyard School, but we were also aware that his Magnus Opus lay unfinished and in need of sympathetic skilful editing.

We are exceedingly glad that Grace and her daughters have completed Crawshaw's History of Chatham Dockyard, it surpasses all our expectations, and students of this country's maritime history will forever be grateful It will become the definitive work on the subject and a fitting tribute to this fascinating Historic Dockyard.

Harold Bennett

President of Chatham Dockyard Historical Society
Autumn 1998

Note:

The maps mentioned in chapter 1 can be seen at the Museum of the Chatham Dockyard Historical Society.

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Hussar	(1757)	6th	1/ 71
Hussar	(1807)	5th	18/ 5
Hydra	(1838)	sloop	1/ 95
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Icarus	(1858)	sloop	18/ 10
Illustrious	(1896)	battleship	1/ 120,124
Immortalite	(1887)	cruiser	1/ 123, 3/ 110
Impregnable	(1810)	2nd	1/ 71,73
Indus	(1906)	base	18/ 12
Inflexible	(1780)	3rd	1/ 60, 3/ 29, 9/ 15
Inflexible	(1876)	battleship	1/ 117, 5/ 26, 7/ 1
Invincible	(1869)	battleship	1/ 102
Iphigenia	(1806)	5th	1/ 73
Iris	(1877)	cruiser	1/ 117
Irresistible	(1782)	3rd	9/ 14
Irresistible	(1859)	2nd	1/ 97
Irresistible	(1898)	battleship	1/ 120,121,124
Isabella	(1680)	yacht	1/ 24, 2/ 16, 19/ 9
J			
Jackdaw	(1830)	cutter	1/ 95
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Jaseur	(1862)	gunboat	18/ 10

Jason	(1782)	3rd	12/ 9
Jersey	(1735)	4th	1/ 54, 21/ 4
John & Samuel	(1750)	supply	19/ 5
John & Sarah (	1666)	fireship	20/ 6
Jumna	(1866)	trooper	18/ 9
Justita	(1796)	3rd	18/ 3
Justita	(1804)	4th	18/ 4
K			
K Boats	(1919)	subs	1/ 125
Katherine		supply	3/ 20
Katherin	(1674)	yacht	1/ 24
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Kent	(1679)	3rd	20/ 15
Kent	(1746)	3rd	5/ 20
Kent	(1926)	cruiser	1/ 110,125-28, 3/ 130
Kestrel	(1872)	gunboat	1/ 122
Kingfisher	(1771)	sloop	1/ 72
Kingfisher	(1879)	sloop	24/ 19
L			
L Boats	(1920)	subs	1/ 125
L'Achille (French)		3rd	2/ 18
Lapwing	(1825)	courier	/ 94
Lark	(1830)	cutter	1/ 95
Latona	(1831)	5th	1/ 94, 18/ 10
Leander	(1780)	4th	1/ 72
Leda	(1800)	5th	1/ 73
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Lee	(1860)	gunboat	18/ 10
Lennox	(1678)	3rd	1/ 29
Lennox	(1758)	3rd	1/ 71
Leonidas	(1807)	5th	18/ 8,10, 22/ 8
Leopard	(1635)	ship	9/ 3
Leopard	(1790)	4th	1/ 60, 24/ 8
Leviathan	(1790)	3rd	1/ 60,72
Lion	(1557)	ship	1/ 17, 5/ 30, 20/ 11
Lion	(1709)	3rd	1/ 52, 19/ 5
Lion	(1753)	supply	17/ 12
Lion	(1777)	3rd	2/ 15, 18/ 5
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Lion	(1944)	cruiser	1/ 130
Lion Whelp	(1630)	sloop	5/ 30
Lively	(1813)	5th	1/ 73
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Lizard	(1697)	6th	24/ 7
London	(1656)	ship	1/ 13,20, 5/ 11,12
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London (Little)	(1672)	smack	1/ 24
London	(1766)	2nd	1/ 54,72
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M3	(1920)	sub	1/ 125
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Mac 1012	(1970)	barge	1/ 131
Meander	(1840)	5th	1/ 96
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Magnificent	(1894)	battleship	1/ 120,123, 5/ 26
Magpie	(1830)	cutter	24/ 18
Maidstone	(1693)	6th	1/ 51
Maidstone	(1795)	5th	9/ 15
Majestic	(1853)	2nd	1/ 96
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Margaret	(1716)	ship	19/ 12
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Marlborough	(1855)	1st	4/ 41
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Mary	(1704)	3rd	1/ 52
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Mary Rose	(1654)	ship	20/ 11
Mathias	(1653)	ship	20/ 5,7,9
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Medway	(1693)	4th	24/ 7
Medway	(1755)	4th	17/ 12
Medway	(1796)	yc	1/ 72
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Megaera (	1837)	sloop	24/ 18
Melampus	(1820)	5th	18/ 8
Meleager	(1785)	5th	19/ 11
Meleager	(1806)	5th	1/ 73
Melpomene	(1794)	4th	19/ 6
Menai	(1864)	corvette	1/ 114
Mercury	(1826)	5th	1/ 94
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Merlin	(1699)	sloop	1/ 52
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Monkey	(1837)	tug	9/ 11
Monmouth	(1667)	3rd	1/ 16,24, 20/ 5,7,8
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Montague	(1779)	3rd	1/ 72
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Niger	(1759)	5th	24/ 8
Nightingale	(1702)	6th	1/ 52
Nonsuch	(1603)	galleon	1/ 4
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Northumberland	(1679)	3rd	5/ 32
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Oberon	(1959)	sub	1/ 131
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Ocelot	(1962)	sub	1/ 131
Odin	(1901)	sloop	24/ 20
Odin	(1928)	sub	1/ 127
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Okanagan	(1966)	sub	1/ 130,131
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Onondaga	(1965)	sub	1/ 130,131
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Orestes	(1860)	corvette	24/ 19
Orford	(1698)	3rd	20/ 16
Orion	(1854)	2nd	1/ 96
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Pendennis	(1679)	3rd	1/ 19,24
Penelope	(1829)	5th	1/ 94,98
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Queenborough	(1671)	yacht	1/ 24
Queenborough	(1694)	6th	24/ 7
Queen Charlotte	(1790)	1st	1/ 61,72

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Rainbow	(1928)	sub	1/ 127
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Tilbury	(1733)	4th	1/ 52
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Brown, Nicholas	rev	1774	16/ 10
Brown, Stanley	patt	1981	4/ 72
Brown, V	app	1922	4/ 53,99
Brown, William	clerk	1675	3/ 4, 10/ 6
Brown, William	RN	1806	24/ 21
Brown, W	app	1919	4/ 99
Browne	clerk	1649	15/ 14
Browne, D	author	1795	1/ 61
Browne, James	surgeon	1819	12/ 7
Browne, S	rev	1891	4/ 52 16/ 10
Browne, William	army	1778	22/ 4
Brownrigg, Henry	RN	1939	2/ 7
Bruce, W	surgeon	1855	12/ 7
Bruitt, Thomas	surgeon	1696	12/ 2,7
Brunel, Marc	eng	1812	1/ 78,80, 5/ 1
Brunsden	caulker	1668	5/ 17
Bryant	ropery	1809	1/ 67
Bryant, Anthony	shipwt	1720	5/ 36
Bryant, John	shipwt	1726	1/ 9

Buck, David	caulker	1620	5/ 37,39
Buck, Peter	clerk	1582	10/ 1,2,9, 17/ 2
Buck, Peter	gent	1617	1/ 3,7,32,33, 23/ 1,2
Buck, Peter	clerk	1625	11/ 2,14
Buckingham, Lord	admty	1627	1/ 11, 3/ 5,6, 23/ 3,4
Bucknell, Thomas	shipwt	1762	5/ 27,28
Buckner, Charles	RN	1797	2/ 4,5
Budds, John	rev	1889	16/ 10
Bullard, John	mariner	1790	9/ 11
Bullard, John	clerk	1830	9/ 11
Bullen, Charles	RN	1831	2/ 20
Buller, A	mariner	1885	9/ 19
Bumstock, William	ropery	1765	1/ 66
Bunce, Samuel	builder	1802	1/ 39, 8/ 1, 24/ 9
Bunce, Stephen	stores	1676	11/ 4,11
Bunyan, D A	police	1937	15/ 13
Burchett	admty	1700	11/ 16
Burford, Nicholas	builder	1650	8/ 4
Burford, Thomas	freeman	1739	4/ 5
Burgiss, Joseph	joiner	1820	1/ 93
Burke	trader	1860	4/ 35
Burke, Redman	mariner	1746	17/ 12
Burkett, John	mariner	1643	17/ 8
Burley, Edward	mariner	1643	17/ 8
Burley, Richard	teacher	1676	17/ 7
Burnell, John	mariner	1895	24/ 22
Burnett, Thomas	ropery	1798	1/ 70
Burnett, William	gent	1850	3/ 67
Burrell, Henry	citizen	1861	15/ 18
Burrell, William	shipwt	1600	5/ 2,7
Burrell, William	RN	1619	1/ 8, 23/ 3,4
Burrell, W	teacher	1946	4/ 100
Burrough, Harold	RN	1946	2/ 7
Burton	smith	1640	22/ 5
Burton	ropery	1837	16/ 7
Burton, A W	army	1922	22/ 5,11
Burton, James	ropery	1840	1/ 67,68,69
Burton, John	ropery	1792	1/ 70, 11/ 17
Burton, Peter	ropery	1765	1/ 66
Burton, Richard	smith	1707	1/ 27, 3/ 119, 19/ 4
Burton, W P	stores	1880	11/ 11
Busfield	carpenter	1677	3/ 18
Bush, William	app	1754	4/ 13
Bussell, Robert	stores	1765	24/ 28
Butcher, John	gent	1616	17/ 2
Butler, Josephine	lady	1880	15/ 10
Buttery	teacher	1865	4/ 35
Button, Francis	sails	1671	1/ 39, 4/ 3
Button, John	Sails	1727	1/ 37
Button, P N	surgeon	1946	12/ 8
Button, Thomas	sails	1726	1/ 39, 4/ 13

Bycraft, Henry	shipwt	1739	4/ 5
Bycraft, John	shipwt	1718	4/ 13
Byng, George	RN	1717	2/ 16
Byng, G	MP	1840	3/ 86
ËByng, John	RN	1750	23/ 6

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Cadieux, Madame	lady	1966	1/ 131
Caesar, Augustine	gent	1661	1/ 33
Caesar, Julius	chemist	1718	4/ 13
Caldicott, W T	c.eng	1925	8/ 9
Calkin, Lance	artist	1875	1/ 96
Callaghan, George	RN	1915	2/ 7
Callis, John	gent	1578	1/ 3
Camden, Marchioness	lady	1911	1/ 76,127
Campaign, W C	app	1905	4/ 93
Campbell, E W	shipwt	1806	3/ 116
Campbell, John	RN	1778	2/ 5
Campbell, William	clerk	1765	1/ 66,70, 10/ 8,9
Campbell-Bannerman	MP	1883	3/ 115
Canham, Henry	shipwt	1813	24/ 23
Canham, Stainer	shipwt	1822	14/ 3
Canning	MP	1853	1/ 97
Canterbury, Archbishop	rev	1875	1/ 116
Capeline, James	shipwt	1713	3/ 27
Capper, D P	author		9/ 11
Cappon, James	stores	1650	11/ 11
Cardwell, J H	app	1873	4/ 44,47,92,97
Carpenter, A F	mariner	1924	9/ 20
Carr, J C	app	1903	4/ 93,99
Carrington, Countess	lady	1906	1/ 121
Carrington, Lord	admty	1959	23/ 16
Carruthers, J	builder	1878	8/ 8
Carson, E	admty	1916	23/ 16
Carter, G	stores	1937	11/ 12
Carter, Henry	stoker	1883	24/ 17
Carter, Thomas	rev	1660	16/ 3,10
Carteret, George	admty	1640	23/ 16
Cartwright, Reid	c.eng	1907	8/ 9
Caruana, P	eng	1937	6/ 7
Carysfort, Lord	RN	1740	2/ 18
Castle, Robert	shipwt	1660	5/ 35
Catt, James	shipwt	1875	1/ 41
Cawdor, Earl of	admty	1905	23/ 15
Cecil, Lord	gent	1596	20/ 3
Chabrillon	gent	1767	15/ 5
Chads, Henry	RN	1876	2/ 6
Chalklin, W	historian	1800	3/ 22
Challen, H	admty	1975	23/ 12
Chamberlain, Joseph	MP	1899	1/ 121
Chamberlain, Neville	MP	1938	1/ 128, 23/ 16

Chamberlain, William	RN	1873	1/ 15, 2/ 22, 3/ 115, 15/ 19
Chambers	contractor	1667	20/ 8
Champagne	gent	1758	21/ 5
Champness H R	app	1866	4/ 92,96, 16/ 9
Chandler, J M	app	1936	4/ 99
Chapman, John	builder	1620	1/ 9,10,12, 4/ 3, 8/ 5, 21/ 1
Chapman, Richard	shipwt	1590	4/ 1,23, 5/ 2,5,29,35, 21/ 1
Chapman, Robert	ropery	1857	1/ 63
Chapp˙le, John	mariner	1890	9/ 19
Charles I	royal	1613	1/ 7,11, 3/ 9
Charles II	royal	1672	2/ 10, 5/ 10
Charlesworth, C V	account	1959	10/ 15
Charlton, Abraham	porter	1664	21/ 3
Chatfield	shipwt	1842	1/ 98
Chatfield	admty	1925	23/ 18
Chatham, Earl of	admty	1788	23/ 14
Cheeseman	app	1862	4/ 104
Cheeseman, Alfred	farmer	1872	24/ 29
Cheeseman, Edward	shipwt	1858	14/ 7
Chelmsford, Viscount	admty	1924	23/ 16
Cheltenham, Richard	army	1672	22/ 1
Cheshire, George	painter	1859	3/ 90
Cheshire, John	smith	1809	1/ 88
Cheyney, John	mariner	1765	24/ 28
Chichagov	mariner	1805	2/ 19
Chicheley, Richard	carver	1713	19/ 9, 24/ 5, 4/ 14
Childers, H C	admty	1876	1/ 8, 23/ 15
Chiles, George	stores	1849	11/ 12
Christian, Princess	royal	1898	1/ 120
Christie, A L	surgeon	1900	12/ 8
Christmas, Garret	carver	1614	1/ 10, 19/ 8
Christmas, John	carver	1622	19/ 8
Church, Henry	mariner	1834	9/ 21
Churchill, Randolf	MP	1885	1/ 119
Churchill, Winsıton	MP	1912	3/ 77, 112, 23/ 15,16
Churchward, B H	cashier	1871	1/ 115, 10/ 11,15, 11/ 7,12
Clarence, Duke of	royal	1827	23/ 15, 24/ 10
Clark, G	admty	1825	3/ 63
Clark, Robert	mariner	1667	20/ 7
Clark, Steven	smith	1651	5/ 9
Clark, Thomas	app	1725	4/ 14
Clark, W H	clerk	1877	13/ 8
Clarke, Andrew	army	1864	1/ 101, 8/ 2
Clarke, Andrew	c.eng	1864	8/ 9
Clarke, C	eng	1945	6/ 7
Clarke, Francis	MP	1662	17/ 9
Clarke, Peter	historian	1500	3/ 1
Clarke, R E	c. eng	1923	8/ 9
Clarke, William	surgeon	1835	9/ 21
Clarke, W J	c. eng	1899	8/ 9

Clatworthy, Ebenezer	account	1870	1/ 68,115, 3/ 70, 10/ 5,10, 11/ 8, 13/ 7
Clavell, John	RN	1837	2/ 22
Clay, John	rev	1921	16/ 11
Cleere, Ambrose	rev	1643	16/ 10
Clements, Edward	shipwt	1774	4/ 11
Clench, Edward	shipwt	1752	5/ 39
Clerke, Henry	surgeon	1876	12/ 6,7, 13/ 7
Clerke, William	gent	1593	20/ 2
Cleveland, John	clerk	1759	1/ 53, 23/ 2
Clifford, James	clerk	1830	10/ 10
Clift, S	surgeon	1875	12/ 6,7, 13/ 7
Clinton-Baker, Lewis	RN	1920	2/ 23
Clother, G	shipwt	1838	1/ 77
Clother, William	shipwt	1765	4/ 13
Clothier, Robert	shipwt	1677	5/ 38,39
Clothworthy, Anthony	shipwt	1600	5/ 29,35
Clowes, Laird	historian	1900	3/ 13
Cluett, A W	shipwt	1928	5/ 25
Coad, Jonathan	historian	1973	1/ 45, 15/ 5
Coalk, John	mariner	1704	9/ 6,18
Coast, E F	app	1898	4/ 53,92
Coast, Thomas	shipwt	1924	4/ 26
Cobham, Lord	gent	1622	1/ 10
Cochrane, A A	mariner	1870	9/ 19, 24/ 22
Cock, Henry	shipwt	1895	5/ 29,34
Cockburn, G	admty	1764	19/ 5, 23/ 17
Cockcraft, William	porter	1822	15/ 2,13
Cockcroft, William	mariner	1819	9/ 21
Cockline, Valentine	mariner	1689	9/ 21, 24/ 4
Codrington, William	RN	1886	2/ 22, 24/ 22
Coffin, Isaac	RN	1803	15/ 23, 24/ 8,20
Cohen	dealer	1820	3/ 61
Coke, John	gent	1633	5/ 7, 23/ 3
Colbert, M	smith	1888	3/ 98
Colby, Thomas	clerk	1734	10/ 8,9, 21/ 15
Cole	clerk	1702	15/ 15
Cole	eng	1780	24/ 5
Cole, G, D	author	1800	3/ 124
Cole, James	mariner	1891	9/ 19
Cole, John	app	1717	4/ 14
Cole, Henry	clerk	1690	1/ 70
Cole, William	shipwt	1913	24/ 24
Colebrooke, Anthony	builder	1722	8/ 4
Coleman, Thomas	shipwt	1780	1/ 44, 5/ 39,40
Coles	RN	1868	1/ 114
Collett, S	stores	1944	11/ 12
Collier, Christopher	gent	1616	5/ 6
Collier, George	RN	1795	2/ 5
Collingwood, Edward	mariner	1748	9/ 18
Collins, George	shipwt	1602	5/ 5

Collins, H	app	1904	4/ 93,99
Collins, John	mariner	1765	24/ 28
Collins, Richard	rev	1709	16/ 4,10
Collins, W C	account	1939	10/ 15
Collinson, Peter	science	1780	24/ 5
Colpott, Thomas	mariner	1649	5/ 9, 9/ 21,15/ 21, 16/ 3
Colvill, E	sec	1935	2/ 31, 10/ 15
Colvill, E W	app	1876	4/ 92
Colvill, George	sails	1843	1/ 39
Colvill, T A	app	1904	4/ 99
Colville	teacher	1885	4/ 50
Colwyn, Lord	admty	1926	2/ 28
Congreve, Thomas	surgeon	1801	12/ 7
Connor, A C	app	1906	4/ 99
Conny, John	surgeon	1660	12/ 1,7, 20/ 10, 23/ 2
Conny, Robert	surgeon	1700	12/ 2,7
Constable, A	eng	1934	7/ 2
Conway, H	app	1934	4/ 94
Conway, H D	app	1941	4/ 99
Cooke	RN	1667	11/ 4, 17/ 9
Cooke, N	clerk	1793	22/ 7
Cooke, Richard	mariner	1647	17/ 5,6
Cooke, Thomas	mariner	1645	9/ 12,21
Cooke, William	mariner	1626	9/ 2,18, 17/ 3,5
Coombes, Edward	gent	1600	17/ 19
Cooper, Alfred	shipwt	1904	4/ 49
Cooper, Astley	stores	1870	11/ 8,11
Cooper, D C	eng	1888	4/ 46
Cooper, Duff	admty	1937	23/ 16
Cooper, Henry	ropery	1880	1/ 68,70
Cooper, Leonard	smith	1800	4/ 9
Cooper, Thomas	RN	1759	1/ 52, 2/ 18
Cooper, William	stores	1669	11/ 5
Cooper, W S	stores	1812	2/ 21, 24/ 29
Cooper-Key	admty	1877	4/ 41
Corbett, John	RN	1884	2/ 6
Corner, John	eng	1865	24/ 13
Cornwallis, Lord	admty	1692	23/ 14
Corry, Alvin	RN	1905	2/ 23
Corry, E	sec	1946	2/ 31, 10/ 15
Corry, H W	admty	1843	1/ 83, 23/ 15
Cosway, Thomas	mariner	1770	9/ 18
Cotmore, Robert	admty	1651	1/ 92
Cotsell, George s	mith	1846	1/ 87,88
Couch, M W	app	1914	4/ 62
Couch, W C	app	1909	4/ 93,99
Courtmacsherry, E	surgeon	1913	12/ 8
Coventry, William	shipwt	1665	5/ 11, 20/ 8
Coward, Simon	shipwt	1764	3/ 46
Cowell, J E	clerk	1793	22/ 7
Cowley	smith	1767	1/ 86

Cowley, Daniel	shipwt	1804	1/ 44, 5/ 43
Cox, John	mariner	1662	9/ 4,18
Cox, John	RN	1671	1/ 43, 2/ 9, 10, 5/ 16, 20/ 11,13,21-26
Crabbe	teacher	1930	4/ 68
Cradock, Henry	shipwt	1861	5/ 27,29
Craigie, Robert	RN	1902	2/ 22
Cransden, C L	app	1905	4/ 99
Crawley, Robert	smith	1744	3/ 35
Crawshaw, James	teacher	1936	4/ 68
Crayford, Richard	builder	1622	1/ 10
Cresset, Edward	gaoler	1667	5/ 12
Cresswell, Daniel	brazier	1699	19/ 3
Cressy, George	clerk	1838	13/ 4
Cressy, John	mariner	1808	9/ 9,22
Crete, John	painter	1604	5/ 6
Creuse	shipwt	1842	1/ 98
Crew	police	1835	15/ 13
Crick, Thomas	rev‹	1926	16/ 11
Crisp, Anne	domestic	1706	21/ 3
Crisp, Rowland	agent	1700	21/ 3, 5/ 12, 24/ 27
Critten, Stephen	author	1901	4/ 33
Crockenden, John	clerk	1686	24/ 4
Crocker, G	shipwt	1895	5/ 24
Crosfield, Robert	author	1694	8/ 4, 15/ 23
Cross, C	police	1907	15/ 13
Croucher, A	eng	1968	4/ 85
Crow, John	mariner	1616	17/ 2
Crow, Sackville	gent	1636	9/ 2,4, 17/ 3
Crowley, Ambrose	contractor	1694	15/ 15, 19/ 1,4,5
Cull Frederick	author	1959	1/ 33
Cull, William	labourer	1620	1/ 8
Cullen, Peter	surgeon	1790	12/ 3, 18/ 5, 24/ 6
Cunningham, Charles	RN	1820	2/ 18, 9/ 11
Curme, Charles	RN	1890	2/ 6
Curtis	teamster	1920	1/ 108
Curtis, Jeremy	porter	1712	15/ 13
Curtis, Theophilus	stores	1669	11/ 5
Cruys, William	mariner	1874	9/ 22

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Dadd, Stephen	shipwt	1824	1/ 77, 4/ 11, 11/ 12, 14/ 2
Dafforne, James	shipwt	1743	4/ 6
Dalrymple, John	RN	1791	2/ 5
Danby, Clinton	RN	1935	2/ 23
Dangerfield, G H	rigger	1968	9/ 10,23
Daniel, John	stores	1686	24/ 4
Daniel, R J	app	1935	4/ 94,98, 23/ 23
Dann, W H	app	1932	4/ 94,99
Dann, E G	app	1931	4/ 99
Dann, James	shipwt	1786	5/ 37

Dann, William	gent	1795	3/ 54
Darby, G D	rev	1949	16/ 11
Darlington, F	shipwt	1888	4/ 50,92,100
Darnley, of Cobham	Lady	1870	1/ 115
Dartmouth, Duke of	royal	1683	1/ 21
Daukes, Henry	painter	1580	1/ 4
Davies	teacher	1920	4/ 67
Davies, Daniel	surgeon	1815	12/ 7
Davies, H	MP	1900	3/ 86,118
Davies, John	carpenter	1636	3/ 9
Davies, Lewis	shipwt	1865	5/ 28, 24/ 13
Davies, T	eng	1944	6/ 7
Davis, Francis	mariner	1728	9/ 18
Davis, L S	stores	1960	11/ 12
Davis, Robert	mariner	1692	17/ 20
Davison, J	sec	1897	2/ 30,31, 13/ 8
Dawe, T	teacher	1898	4/ 56,59,100
Dawson, Robert	shipwt	1665	5/ 36
Day, John	sails	1754	4/ 13
Day, W	eng	1892	7/ 1
Deadman, Henry	shipwt	1857	4/ 36,92,96, 5/ 28,34
Deal, Henry	porter	1709	15/ 2,13
Deal, Henry	shipwt	1701	5/ 38,39
Deane, Anthony	shipwt	1670	1/ 85, 2/ 11, 5/ 27,31, 20/ 12, 23/ 5,20
Deane, Wilˇliam	army	1755	22/ 4
Dearden, William	rev	1882	16/ 10
Decreet, John	builder	1605	21/ 1
Degee	rigger	1863	1/ 113, 9/ 10,22
Delamere, Maurice	ropery	1765	1/ 66, 4/ 13
Dent, Digby	admty	1756	23/ 17
Derbie, William	contract	1580	1/ 4
Derkyn, Thomas	gent	1574	1/ 3
Desmaretz	builder	1755	20/ 17
Devert, Daniel	clerk	1728	3/ 39, 11/ 17, 23/ 2
Devinisshe, Thomas	gent	1568	20/ 1
Dewar, A W	app	1907	4/ 53,99
Diamond, J	app	1928	4/ 94,99
Dickens, Charles	author	1850	1/ 79,112,114, 3/ 79, 4/ 26, 10/ 9, 16/ 8
Dickens, John	clerk	1805	10/ 9
Dickens, Peter	mariner	1961	9/ 20
Dicker, George	author	1900	1/ 109, 3/ 130
Dickinson, Andrew	mariner	1643	17/ 8
Diddams, Nicholas	shipwt	1802	5/ 27,37, 24/ 23
Diffo, Bernard	mariner	1701	9/ 18
Digby, Henry	admty	1840	2/ 5
Disraeli, Benjamin	MP	1874	1/ 118
Ditchburn, Thomas	shipwt	1801	4/ 20
Dix, Edward	mariner	1816	9/ 7,21
Dixon, E W	app	1921	4/ 99

Dixon, George	app	1717	4/ 12
Dixon, J	sec	1939	2/ 31,, 10/ 15
Dixon, R H	app	1922	4/ 99
Dobson, W	mariner	1757	19/ 5,6
Dockra	c.eng	1878	1/ 107
Dodd, James	stores	1714	24/ 5
Dodd, Joseph	stores	1722	11/ 11
Dodwell, Percy	rev	1947	16/ 11
Dolman, John	porter	1620	15/ 1,12
Dolphin, G	RN	1954	2/ 23, 4/ 86
Donald, William	sec	1864	2/ 30, 13/ 7
Donnelly	army	1881	4/ 40
Dorey, S F	app	1907	4/ 93,99
Dormer, William	clerk	1686	24/ 4
Doughty, James	matey	1864	15/ 8
Douglas, A G	mariner	1900	9/ 19
Douglas, E	cashier	1939	10/ 15
Douglas, James	mariner	1667	20/ 7
Douglas-Pennant, Cyril	RN	1952	2/ 7
Doust, E A	app	1922	4/ 99
Dove, John	gent	1673	1/ 19
Dowie, J J	cashier	1946	10/ 15
Downes, E	rev	1650	16/ 3,10
Downes, Joseph	shipwt	1701	5/ 43
Downing	smith	1651	5/ 9
Downing, Joshua	admty	1621	1/ 9, 2/ 8, 5/ 7, 11/ 2, 13/ 1, 16/ 1, 21/ 1, 23/ 4,19
Drake, Edmund	rev	1550	16/ 1
Drake, Francis	mariner	1550	16/ 1
Drake, William	porter	1712	15/ 13
Draper, R G	admty	1968	23/ 23
Drawbridge Joshiah	shipwt	1774	4/ 11
Drax, Reginald	RN	1939	2/ 7
Drew, William	clerk	1768	4/ 10
Droper, John	porter	1632	15/ 12
Druitt, Thomas	surgeon	1700	12/ 7
Drury, Charles	RN	1909	2/ 7
Drysdale	gent	1906	15/ 19
Dubbeig, Hugh	builder	1755	20/ 17
Duck, David	shipwt	1604	5/ 6
Dudd, Isaac	shipwt	1774	4/ 10
Dudd, Stephen	shipwt	1774	4/ 10
Dudley, Thomas	smith	1723	1/ 86,88, 3/ 34
Dudley, John	surgeon	1894	12/ 7
Dulley, A J	historian	1962	3/ 21,22
Dulling, John	gent	1627	1/ 33
Dummer, Edward	shipwt	1685	5/ 31,32,35, 23/ 20
Duncan, Adam	RN	1797	2/ 19
Duncan, Charles	mariner	1816	9/ 18,19
Duncan, S	mariner	1812	2/ 21
Dundas, G H	admty	1831	23/ 17

Dundas, Henry	gent	1780	17/ 3
Dunevan, Daniel	matey	1741	15/ 16
Dunn, J	app	1851	4/ 92,95
Dunn, Robert	shipwt	1774	4/ 11
Dunning, Simon	mariner	1678	9/ 4,18
Dunstall, W	teacher	1885	4/ 26
Dupanes, Francis	mariner	1765	24/ 28
Dupin, Baron	eng	1818	4/ 20
Duppa, Baldwin	stores	1684	3/ 21, 11/ 5,6,11
Durham, Thomas	app	1765	4/ 13
Durnford, J	mariner	1900	9/ 20
Durnford-Slater, Robin	RN	1958	2/ 7
Dyer, William	clerk	1660	10/ 5
Dyne, E	surgeon	1767	12/ 7

E

Eaglefield, John	app	1722	4/ 13
Eames, W	surgeon	1886	12/ 7
Eames, William	eng	1862	6/ 3,6, 13/ 7
Earle, H E	surgeon	1892	12/ 7
Earle, William	contract	1579	1/ 4
Eason, Robert	shipwt	1651	5/ 8,10,30,35,43
Eason, Thomas	porter	1622	15/ 1,12, 21/ 2
Easto, Richmond	mariner	1848	24/ 12
Easton, Thomas	contract	1579	1/ 4
Eastwood	bricky	1960	1/ 76
Eastwood, Thomas	shipwt	1649	5/ 27
Eaton, John	carpenter	1714	24/ 5
Eden, Anthony	MP	1940	15/ 25
Eden, Ralph	surgeon	1816	9/ 21
Edgecumbe, Ernestine	lady	1865	1/ 114
Edgecumbe, Pierce	clerk	1809	1/ 69,70, 11/ 17
Edinburgh, Duke of	royal	1875	1/ 116,117, 2/ 6
Edisbury, Kendrick	gent	1617	1/ 3,7,36, 8/ 6, 5/ 7, 10/ 5, 11/ 13,14,17, 13/ 1 17/ 3,19, 21/ 3, 23/ 19
Edmunds, P L	app	1919	4/ 99
Edward, Prince	royal	1875	1/ 116, 3˘/ 103
Edwards, A	shipwt	1890	3/ 113
Edwards, David	rev	1934	16/ 11
Edwards, J	app	1935	4/ 94,99
Edwards, Richard	RN	1787	2/ 5
Edwards, Richard	smith	1798	1/ 88
Edwards, W C	stores	1848	24/ 12
Edwards, William	app	1739	4/ 5
Edye, John	shipwt	1823	14/ 3, 23/ 22
Edye, William	shipwt	1844	5/ 28,29
Edyvean, F G	army	1914	22/ 10
Egan, G	clerk	1893	2/ 31, 10/ 12
Egmont, Lord	admty	1764	3/ 46, 23/ 6,14, 24/ 5
Elder, John	shipwt	1880	3/ 117

Eldridge, G	app	1860	1/ 41
Elfer, William	teamster	1696	1/ 26,107
Elgar, Francis	admty	1883	2/ 26,27, 23/ 23
Elizabeth I	royal	1562	1/ 6
Ellacombe	eng	1812	1/ 78
Ellard, C W	app	1917	4/ 99
Ellenborough, Earl of	admty	1846	23/ 15
Elliot, George	admty	1874	2/ 6, 3/ 86, 23/ 6
Elliott, Charles	RN	1870	2/ 6
Elliott, James	shipwt	1883	24/ 24
Ellis, Alexander	RN	1846	6/ 1
Ellis, C	eng	1941	6/ 6
Ellis C	sec	1946	2/ 31
Elmingtston, Chris	mariner	1630	9/ 12,21
Elphinstone, James	MP	1863	3/ 101
Eltham, B	app	1938	4/ 94
Elvy, Henry	shipwt	1774	4/ 11
Elvy, John	shipwt	1774	4/ 11
Elvy, Thomas	shipwt	1774	4/ 11
Elvy, T E	app	1880	4/ 92
Elvy, W J	app	1878	4/ 11.92
Elwes, Robert	shipwt	1830	14/ 1
Erlinge, Edward	shipwt	1590	5/ 29,35
Essell	lawyer	1861	15/ 18
Evans	lady	1938	1/ 127
Evans, David	rev	1967	16/ 11
Evans, Edward	RN	1935	2/ 7
Evans, George	shipwt	1788	5/ 43
Evans, George	app	1878	4/ 38
Evans, John	rev	1933	16/ 11
Evans, S	army	1938	22/ 5
Evans, Thomas	surgeon	1686	24/ 4
Evans, Thomas	RN	1921	2/ 7
Evelyn, John	diarist	1683	1/ 19, 5/ 11, 16/ 3
Everall, Richard	shipwt	1759	1/ 44
Everett, George	shipwt	1694	3/ 26
Everitt, Don	author		1/ 125
Everitt, W H	army	1962	22/ 5
Ewart, Peter	eng	1835	6/ 1
Ewell, Isaac	builder	1648	1/ 12. 8/ 3,4, 16/ 3
Ewing, Alfred	teacher	1905	4/ 63,66
Ewings, H	police	1946	15/ 11,13
Eyers, H a	cashier	1946	10/ 15
Eyncourt, Eustace	admty	1912	23/ 22

F

Fairfax	army	1648	20/ 3
Fairfieldˇ	shipwt	1870	4/ 38
Falconer, Magnus	mariner	1785	9/ 6,18
Falkingham, Edward	clerk	1800	17/ 14, 23/ 17
Falkland, Viscount	admty	1693	23/ 14

Fane, Charles	RN	1901	7/ 2, 24/ 22
Fanshawe, Edward	RN	1861	2/ 22, 3/ 101,107
Fare, Horace	app	1739	4/ 5
Farmer, John	clerk	1765	24/ 28
Fawler, John	surgeon	1650	17/ 6,20
Fearne, Thomas	shipwt	1741	5/ 35,36,39
Featherstone	draper	1960	2/ 13
Fellowes, John	mariner	1894	24/ 22
Fellows, Charles	RN	1874	2/ 22, 13/ 7
Fellows, Richard	porter	1686	24/ 4
Fellows, Thomas	shipwt	1742	5/ 28,44
Felton, Ivor	app	1941	4/ 73
Fenn, Thomas	thatcher	1584	8/ 5
Fenton, Joseph	surgeon	1625	2/ 8
Fenwick, Watson	ropery	1800	1/ 70
Ferguson	teacher	1939	4/ 68,73,85
Ferguson, J C	surgeon	1917	12/ 8
Fiddick, W G	police	1961	15/ 13
Field	admty	1920	23/ 18
Field, H V	app	1912	4/ 93,99
Fielder	shipwt	1850	4/ 32,92
Fielder, J	eng	1872	4/ 97, 6/ 7
Fielding, Allen	rev	1851	16/ 7,10
Finch, Charles	clerk	1688	11/ 17
Finch, Coles	author	1950	18/ 5
Finch, Richard	clerk	1728	11/ 17
Fincham, John	shipwt	1844	1/ 98, 4/ 20,21,28, 5/ 23,27,29,37, 24/ 13,23
Firmin, Gideon	shipwt	1724	1/ 44
Fishenden, F G	c.eng	1871	8/ 8,9
Fisher, Jack	RN	1904	1/ 111,122, 2/ 27, 3/ 88,111,112, 4/ 47, 22/ 8, 23/ 18
Fisher, Peter	mariner	1841	24/ 21
Fiske, C W	teacher	1898	4/ 58,63,67
Fitch, J G	teacher	1894	4/ 58
Fitch, John	builder	1687	1/ 22
Fitzgerald, John	mariner	1857	24/ 21
Fitzhugh	gent	1664	3/ 21
Fitzmaurice, F E	surgeon	1931	12/ 8
Fleeming, Charles	RN	1834	2/ 5
Fleet, William	matey	1741	15/ 16
Fleming	clerk	1633	5/ 7, 23/ 2
Fleming	shipwt	1870	13/ 6, 14/ 7
Fletcher	RN	1700	2/ 9
Fletcher, D W	c.eng	1942	8/ 9
Fletcher, John	carver	1669	19/ 8
Fletcher, Justice	gent	1762	21/ 7
Fletcher, R O	app	1931	4/ 99
Fletcher, Thomas	carver	1654	19/ 8, 16/ 3
Flinn, John	mariner	1847	9/ 22

Flood, C J	app	1915	4/ 99
Fogerty, George	surgeon	1884	12/ 7
Fogg	mariner	1700	3/ 20
Foley, Fitzgerald	mariner	1875	24/ 22
Foley, Robert	contract	1688	19/ 2
Follett, Samuel	mariner	1800	9/ 22
Foord, John	builder	1862	1/ 99,113, 8/ 7, 15/ 9, 19/ 11, 21/ 5
Foord, Thomas	builder	1900	19/ 11
Foord, T R	app	1947	4/ 99
Foot, Joseph	shipwt	1788	5/ 38
Forbes	RN	1750	23/ 6
Foreman, A E	app	1915	4/ 99
Forrest, Frederick	clerk	1770	1/ 70
Forsyth, Lloyd	showman	1920	3/ 123
Fortescue, John	army	1673	22/ 1,4
Foster, J	army	1860	22/ 4
Foster, Ron	eng	1940	3/ 25, 4/ 72, 21/ 7
Fowler, Robert	purser	1647	17/ 5
Fox, Josiah	shipwt	1775	3/ 50
Fox, R S	eng	1968	4/ 85
Frank, Walter	rev	1747	16/ 10
Franklin, Benjamin	shipwt	1774	1/ 59
Fray, Arthur	citizen	1900	3/ 25
Frazier, John	mariner	1771	9/ 22
Freed, James	app	1774	4/ 11
Freeman, C H	police	1967	15/ 13
Freeman, John	carpenter	1626	1/ 9
Freeman, W L	stores	1848	24/ 12
French, A W	app	1913	4/ 93
Frewen	eng	1902	4/ 61, 7/ 3
Frewing, Hugh	shipwt	1651	5/ 8,10
Frid	dealer	1820	3/ 61
Fr¸iday, John	shipwt	1580	1/ 4,9
Frith, James	shipwt	1774	4/ 11
Frobisher, Martin	mariner	1581	1/ 5
Frost, Robert	mariner	1727	9/ 6,18
Froyne, John	shipwt	1883	5/ 29
Fry, P	eng	1944	6/ 6
Fryer, Edward	app	1739	4/ 5
Fullager, S	shipwt	1838	1/ 77
Fuller	admty	1923	23/ 18
Fuller, Stephen	dealer	1707	5/ 42
Furnes, William	shipwt	1774	4/ 11
Furzer, Daniel	shipwt	1702	1/ 28, 5/ 19,27,31,35, 11/ 11, 23/ 20, 24/ 4,22

G

Gabrielli	contract	1870	1/ 101,104
Gainer, George	clerk	1788	1/ 70, 10/ 9
Galbraith, T C	admty	1959	4/ 81

Gallwey, Thomas	mariner	1831	9/ 21
Ganahl de	eng	1914	24/ 26
Gard, W H	app	1873	4/ 44,47,92,96, 5/ 28,34
Gardiner, Thomas	shipwt	1647	1/ 43
Gargood, Matthew	labourer	1620	1/ 8
Gargrave, Michael	mariner	1603	9/ 12,21
Gast, John	shipwt	1801	3/ 56
Gauntlett	shipwt	1774	4/ 11
Geddes, Eric	MP	1921	3/ 130, 23/ 16,18
Gemmel, W T	app	1915	4/ 93
George, I	royal	1714	2/ 16
George IV	royal	1811	1/ 116
George V	royal	19/18	1/ 120
George VI	royal	1942	1/ 129
George of Denmark	royal	1865	1/ 21, 2/ 14
George, Thomas	smith	1863	1/ 88
Gerard, John	gent	1650	1/ 33
Gerrard, Edward	clerk	1715	1/ 70
Gerrard, E F	cashier	1919	10/ 15
Ghent, Van	Dutch	1667	20/ 6
Gibbons, T H	app	1941	4/ 99
Gibson, T	app	1888	4/ 46
Giffard, George	RN	1907	2/ 23
Gilbert, Philip	shipwt	1744	5/ 35
Gilbert, W G	stores	1880	11/ 8,11
Giles, Jeremy	smith	1651	5/ 9
Gill, H F	app	1917	4/ 99
Gill, H H	surgeon	1918	12/ 8
Gladstone	MP	1880	1/ 118.119, 3/ 87,107
Glasgow, Thomas	author	1966	1/ 6
Glenn, G T	app	1842	4/ 92,95, 5/ 24
Glossy	horse	1960	1/ 108
Glover, John	shipwt	1705	1/ 44
Goatley	gent	1716	1/ 35,36, 20/ 17
Goddard, Henry	shipwt	1625	1/ 12,92, 5/2,7,13,29,30,35, 17/ 4
Goden, Michael	mariner	1767	9/ 6,18
Godfree, R B	app	1938	4/ 99
Godfrey, J	police	1886	15/ 13
Godfrey, J	smith	1888	3/ 98
Goff, P	MP	1930	3/ 118
Golding, John	builder	1725	8/ 4
Goldsmith	courier	1696	11/ 5
Goldsmith, George	RN	1856	2/ 22, 15/ 18
Golla	c.eng	1870	1/ 101
Gomme, Bernard	builder	1670	20/ 11
Gonson, Benjamin	admty	1586	2/ 7, 23/ 1,19
Goodall, Sidney	shipwt	1936	23/ 22
Goodenough, William	RN	1924	2/ 7,23
Goodes, George	shipwt	1749	1/ 44
Goodfellow, S J	mariner	1896	9/ 23

Goodman	rev	1640	3/ 7
Goodrich, Simon	eng	1808	1/ 63, 6/ 1,2
Goodwich, G	eng	1904	6/ 6
Goodwin	teacher	1878	4/ 45
Goodwin, G	eng	1890	6/ 6
Goodwin, John	RN	1680	2/ 11,13, 3/ 21, 15/ 14
Goodyear, C E	shipwt	1927	5/ 25
Gordon, Charles	eng	1880	20/ 18
Gordon, James	gent	1777	21/ 5
Gordon, James	RN	1832	2/ 20, 24/ 21
Gordon, Williamq	RN	1854	2/ 6
Gore	widow	1739	4/ 5
Gore, John	RN	1818	2/ 5
Gorst, J	MP	1880	3/ 86
Goschen, G J	admty	1871	1/ 102, 23/ 15
Goss, J	teacher	1947	4/ 73,78,100
Gotham, Launceford	mariner	1642	17/ 6
Gough	contract	1677	19/ 7
Gould, R	shipwt	1898	3/ 117
Gower, R	MP	1930	3/ 118
Grace, John	RN	1942	2/ 23
Graeme, Alexander	RN	1799	2/ 5
Grafton, E H	mariner	1913	9/ 20
Graham	RN	1886	3/ 110, 23/ 18
Graham, James	admty	1832	3/ 64, 4/ 22,34, 23/ 9
Graham, John	admty	1830	23/ 15
Graham, W H	mariner	1901	9/ 20
Grainger, Henry	gent	1735	22/ 2
Grant, Bill	smith	1940	1/ 90
Grant-Dalton	mariner	1911	9/ 20
Grant, Donald	clerk	1873	3/ 108
Graves	contract	1780	19/ 11
Gray, John	shipwt	1751	5/ 43
Gray, Thomas	mariner	1819	9/ 21
Gray, William	shipwt	1774	4/ 10, 5/ 21, 24/ 23
Graydon	RN	1694	2/ 1
Graydon, Benjamin	surgeon	1751	12/ 7
Grayne, Thomas	rev	1630	16/ 2,10
Green, E	police	1910	15/ 13
Green, W G	app	1912	4/ 93
Green, E	eng	1926	6/ 7
Greene, G T	c.eng	1850	1/ 82,83,100, 8/ 2,9 24/ 10,11
Greet, T Y	mariner	1905	9/ 20
Gregory	contract	1709	19/ 5
Gregory, Arthur	eng	1590	20/ 3
Gregory, C W	app	1873	4/ 92,97
Gregory	admty	1683	1/ 22,25,28,30,43,107, 2/ 13,14, 3/ 8,14,15,16, 26, 5/ 43, 10/ 6,7,9, 11/ 11, 15/ 2,4,17,21

Gregory, Jeremy	clerk	1683	2/ 13, ¸10/ 6,7,9, 20/ 5
Gregory, William	mariner	1828	9/ 21
Grenville, G	admty	1762	23/ 14
Grenville, T	admty	1806	23/ 15
Grevyl, Fulke	gent	1600	17/ 2
Grey	smith	1980	1/ 90
Grey, C	admty	1806	23/ 15
Grey, George	RN	1805	1/ 52, 23/ 9, 24/ 21
Grey, H	police	1910	15/ 13
Grey, Lord	admty	1834	23/ 15
Grieveson, A F	app	1909	4/ 99
Griffin, John	matey	1813	15/ 17
Griffin, Morgan	shipwt	1644	5/ 39
Griffin, Robert	mariner	1639	17/ 7
Griffiths	sec	1951	4/ 74
Griffiths, C H	app	1914	4/ 99
Griffiths, Edward	eng	1900	3/ 28
Griffiths, R S	surgeon	1888	12/ 7
Grimes, T	clerk	1888	13/ 8
Grimsdall	clerk	1970	3/ 106
Grissel	contract	1855	1/ 83,84
Groves, E	eng	1920	6/ 7
Grubb	teacher	1900	4/ 27
Grubbe, W H	mariner	1880	9/ 19
Guise, John	army	1735	22/ 4
Gunn, William	surgeon	1860	12/ 4,5,7
Gurr	contract	1904	24/ 29
Guy, George	ropery	1740	1/ 66,69, 3/ 35
Guy, William	ropery	1750	1/ 66,69,70, 4/ 13
Gwynne-Jones	surgeon	1934	12/ 8

H

Haas, James	author	1775	3/ 51
Haddington, Earl of	admty	1842	1/ 98, 23/ 14
Haddock, Nicholas	RN	1754	23/ 6
Haddock, Richard	admty	1702	3/ 17, 17/ 10, 23/ 6,17
Haddy, T	eng	1896	6/ 7
Hailsham Viscount	admty	1956	23/ 16
Hain, H A	army	1890	22/ 9,10
Haite, F	clerk	1838	13/ 4
Haite, Thomas	clerk	1812	1/ 70
Hales, Henry	matey	1863	15/ 18
Hales, John	agent	1700	24/ 27
Halifax, Earl of	admty	1762	23/ 14
Hall, A E	RN	1936	4/ 67
Hall, E J	stores	1910	11/ 12
Hall, Mary	wife	1705	3/ 28
Hall, Richard	clerk	1759	1/ 53, 2/ 17
Hall Robert	admty	1871	23/ 17
Hall, Samuel	gent	1667	5/ 12
Hall, Viscount	admty	1946	23/ 16

Hall, William	admty	1877	2/ 6, 24/ 22
Hall, W K	mariner	1863	9/ 19,22
Hallett, John	smith	1861	4/ 39
Hallowell, Benjamin	RN	1821	2/ 5
Halsay	admty	1914	23/ 18
Hamilton, G E	surgeon	1925	12/ 8
Hamilton, G F	admty	1960	4/ 82
Hamilton, George	admty	1885	2/ 24, 23/ 14
Hamilton, James	clerk	1770	11/ 17
Hamilton, Robert	rev	1894	4/ 58
Hamilton, R C	mariner	1926	9/ 20
Hamilton, S F	surgeon	1903	12/ 8
Hammond, Andrew	admty	1803	17/ 6, 23/ 8,17
Hammond, Edward	builder	1714	8/ 6, 24/ 5
Hammond, Fortune	mariner	1640	17/ 6
Hammond, John	surgeon	1757	12/ 7
Hammond, Pymon	app	1765	4/ 14
Hammond, Thomas	smith	1746	1/ 86,88
Hammond, William	mariner	1770	9/ 18
Hanch, Matthew	stores	1676	11/ 11
Hancorn, John	shipwt	1838	14/ 3
Hands, John	sails	1864	1/ 39
Hanson, George	mariner	1882	24/ 17
Hanway, Jonas	mariner	1760	2/ 18
Hanway, Thomas	RN	1761	2/ 18, 15/ 5, 17/ 12
Harbord, J B	rev	1864	4/ 43
Harcourt, Cecil	RN	1950	2/ 7
Harcourt, William	MP	1890	1/ 119
Harding, F	clerk	1684	19/ 9
Hardy, John	mariner	1746	21/ 4
Hardy, W T	clerk	1838	10/ 10, 13/ 4
Hargood, Hezekiah	clerk	1765	11/ 17
Harley	gent	1711	23/ 25
Harman, Henry	mariner	1666	9/ 21
Harpum, L A	app	1952	4/ 62,94
Harriot, Paul	eng	1970	3/ 25
Harris	app	1862	4/ 104
Harris, Joseph	shipwt	1755	5/ 35,43, 24/ 23
Harris, Joseph	shipwt	1774	4/ 10, 5/ 21,35,43
Harrison, John	mariner	1618	9/ 12,21
Harrison, Thomas	army	1650	20/ 3, 22/ 4
Harrop, P F	app	1907	4/ 93
Hart, S	clerk	1838	13/ 4
Hartfield, William	joiner	1858	1/ 93
Hartland, William	mariner	1880	9/ 22
Hartwell, Francis	RN	1799	2/ 19, 24/ 8,20
Harvey	eng	1890	1/ 121
Harvey, C	app	1919	4/ 99
Harvey, Edward	RN	1857	2/ 6
Harvey, G H	cashier	1886	10/ 15
Harvey, T	gent	1668	5/ 12

Hasted, Edward	admty	1708	1/ 27, 3/ 119, 19/ 9, 20/ 12
Hasted, Joseph	painter	1717	4/ 14, 19/ 9
Hastings, Edward	army	1703	22/ 4
Hastings, George	RN	1873	2/ 6
Hastings, Francis	rev	1922	16/ 11
Hatch	mariner	1865	9/ 22
Hatch, Isaac	shipwt	1550	5/ 27
Hatton, W A	stores	1860	11/ 11, 13/ 7
Hawes, Andrew	surgeon	1761	12/ 7
Hawes, Nathaniel	surgeon	1725	4/ 13, 12/ 7
Hawes, S P	app	1939	4/ 99
Hawke, Edward	admty	1766	23/ 14
Hawkes	fitter	1942	15/ 25
Hawkes, T F	shipwt	1833	5/ 29,36,37
Hawkins, John	mariner	1580	1/ 4, 17/ 1,2,1˘8,19, 23/ 3
Hay	chemist	1850	4/ 31
Haydon	contract	1743	1/ 31
Hayes	sails	1702	1/ 37
Hayes, Adam	shipwt	1748	1/ 43,44, 5/ 20, 24/ 23
Hayes, George	shipwt	1773	5/ 39
Haynes	RN	1962	2/ 29, 4/ 87
Hays	contract	1677	19/ 7
Hays, Robert	shipwt	1722	5/ 44
Hayter, Thomas	admty	1680	23/ 17
Hayward, E A	stores	1906	11/ 12
Hayward, Edward	clerk	1650	5/ 13, 11/ 14,15,17, 13/ 1, 16/ 2,3, 17/ 5
Hayward, John	gent	1635	16/ 2
Haywood, John	shipwt	1714	24/ 23
Head, Richard	gent	1677	3/ 18, 21/ 2,6
Hearson, G	eng	1951	6/ 6
Heath	lawyer	1662	17/ 9
Hellyer	carver	1880	19/ 10
Hellyer	lady	1965	1/ 131
Hellyer, John	shipwt	1822	1/ 44, 14/ 3
Hellyer, Philip	shipwt	1790	1/ 45, 5/ 35,37
Hemmans, Samuel	mariner	1810	2/ 21, 9/ 6,18, 17/ 13
Hempson, William	clerk	1660	11/ 15,17
Henderson, F H	mariner	1904	9/ 9,20, 24/ 22
Henderson, James	mariner	1837	9/ 19
Heneage, Algernon	RN	1892	2/ 6
Henniker, John	shipwt	1720	19/ 12
Henniker, Moses	shipwt	1755	1/ 44
Henry V	royal		1/ 1
Henry VII	royal		1/ 1
Henry VIII	royal		1/ 1, 5/ 1
Henry, J	teacher	1876	4/ 45,46,56,85,100
Henslow, Edward	stores	1795	11/ 11
Henslow, John	shipwt	1795	1/ 61, 3/ 54, 5/ 22,28,42,43, 23/ 22
Henwood, G T	clerk	1877	13/ 8, 10/ 12

Henwood, William	shipwt	1815	4/ 22, 24/ 24
Hepden, E C	app	1937	4/ 56
Herbert	teacher	1850	4/ 31
Herbert, Rice	mariner	1686	9/ 12,21
Herbert, Sydney	admty	1850	4/ 27
Herepath, J	army	1871	22/ 4
Hewer, William	clerk	1667	20/ 8
Hewett, G	eng	1960	6/ 6
Hexamer, A	police	1910	15/ 3
Hickish	app	1974	4/ 89
Hickmott	app	1948	4/ 62
Hicks	canteen	1892	3/ 105
Higginbotham, R W	c.eng	1943	8/ 9
Higgins, John	gent	1690	1/ 33
Highhills, James	admty	1722	23/ 17
Hill, A R	app	1918	4/ 99
Hill, Edward	builder	1695	1/ 26,27
Hill, Gerald	rev	1934	16/ 11
Hill, John	mariner	1838	24/ 21
Hill, S I	app	1911	4/ 93
Hill, Thomas	ysm	1980	3/ 25
Hill, William	mariner	1660	9/ 18
Hillier, William	clerk	1846	24/ 29
Hillyer, R	clerk	1838	13/ 4
Hind, Richard	shipwt	1694	3/ 16
Hirst, Archer	teacher	1874	4/ 45,54
Hoare, Samuel	clerk	1916	3/ 90, 23/ 16
Hobbes, R G	clerk	1846	3/ 68, 10/ 10,12,15, 13/ 5,7
Hobbs, W	mariner	1692	15/ 2,12
Hockady, William	shipwt	1912	24/ 24
Hodgekin, John	shipwt	1774	4/ 10
Hodges	contract	1810	19/ 7
Hodgson, Thomas	army	1776	22/ 4
Hogg, I	RN	1963	2/ 23
Hogg, O F	army	1900	10/ 8
Hogsflesh, Samuel	smith	1780	3/ 86
Hohler, G F	MP	1920	3/ 118
Holborne, Richard	shipwt	1619	1/ 42,43, 5/ 8,9,10
Holden, A W	stores	1950	11/ 12
Holden, G C	army	1866	22/ 4,7
Holden, John	shipwt	1598	11/ 2,3
Holder, S C	clerk	1877	13/ 8
Holding, John	shipwt	1600	5/ 5
Holinshed	author	1597	1/ 6
Holl, Edward	arch	1800	1/ 71,76,82,89, 4/ 21, 6/ 1, 8/ 1,8, 16/ 5, 24/ 10
Holland	eng	1901	1/ 124
Holland, John	shipwt	1741	24/ 23
Holland, Swinton	RN	1902	1/ 121, 2/ 22
Hollett, Alred	app	1906	4/ 66˘
Holley, E G	app	1918	4/ 99

Hollond, John	shipwt	1650	1/ 84,92, 3/ 6,103, 5/ 14,33,35,36, 11/ 2, 13/ 1, 23/ 4,19
Holman, John	surgeon	1860	12/ 7
Holman, Samuel	app	1750	4/ 13
Holmes, Cyril	ropery	1980	1/ 68
Holmes, Tempest	clerk	1719	23/ 2
Holstoke, William	admty	1562	23/ 16
Holt, Nathaniel	stores	1666	11/ 11
Homely, John	mariner	1600	1/ 5, 9/ 12,21
Homewood, Edward	clerk	1670	11/ 16,17
Homman	surgeon	1860	12/ 4
Hope, Charles	RN	1801	2/ 19, 4/ 22, 15/ 23, 16/ 5, 17/ 13, 24/ 21
Hopkins	admty	1888	23/ 18, 24/ 22
Hopkins, C J	app	1902	4/ 93
Hopper, R	app	1860	1/ 41
Horn, William	sails	1796	19/ 6
Horne, R	mariner	1922	9/ 20
Hornsby, G	police	1897	15/ 13
Horrigan, James	mariner	1892	9/ 22
Horsley, S G	teacher	1926	4/ 100
Horton, C I	mariner	1946	9/ 20
Hosie, W	app	1918	4/ 99
Hosier, John	mariner	1643	17/ 8
Hotham, Charles	RN	1897	2/ 6
Houghton, Elizabeth	wife	1680	5/ 19
House, C E	app	1905	4/ 99
Howard, Charles	army	1635	2˘2/ 4
Howard, E	sec	1888	2/ 31
Howard, Lord	admty	1622	1/ 10, 5/ 5, 20/ 3, 23/ 3
Howard, P J	app	1935	4/ 94
Howe, Lord	admty	1794	1/ 61, 23/ 14
Howell, Thomas	ropery	1765	1/ 66
Howting, John	porter	1674	4/ 3, 15/ 2,12
Hubback, Gordon	admty	1954	2/ 28
Hubbard, Abel	sails	1811	1/ 39, 4/ 18
Hubbard, Harry	mariner	1624	20/ 4
Hubbard, William	police	1835	15/ 7,13
Hubbert, Henry	mariner	1650	9/ 18, 17/ 5
Hudson	app	1862	4/ 104
Hudson, A A	app	1938	4/ 99
Hudson, C S	app	1907	4/ 99
Hudson, G	shipwt	1945	5/ 25
Hudson, P	shipwt	1774	4/ 11
Hudson, W E	app	1919	4/ 99
Hugessen, William	army	1667	2/ 13
Hughes	eng	1964	7/ 2
Hughes, John	shipwt	1740	4/ 8
Hughes, Octavius	rev	1917	16/ 11
Hughes, Pelham	RN	1770	1/ 85

Hughes, Richard	shipwt	1796	1/ 44,45
Hughes, Thomas	eng	1874	24/ 13
Hughes, W	eng	1970	2/ 30
Hughes, W C	clerk	1877	13/ 8
Humphrey, James	shipwt	1588	5/ 41.43
Humphreys	police	1835	15/ 13
Hunt, Edward	shipwt	1768	4/ 10, 5/ 27, 23/ 22, 24/ 23
Hunt, G W	admty	1874	23/ 14
Hunt, John	shipwt	1722	5/ 44
Hunt, William	shipwt	1810	1/ 77, 5/ 37
Hunter, R F	app	1918	4/ 99
Hunter, T C	c.eng	1903	8/ 9
Hurst, R	sec	1960	2/ 31
Hutchens, William	shipwt	1860	5/ 36
Hutchins, E H	app	1943	4/ 99
Hutchinson,Henry	agent	1765	24/ 28
Hutchinson, William	mariner	1816	9/ 21
Huttest, Henry	shipwt	1537	5/ 27
Huxley, Thomas	surgeon	1855	18/ 9
Hyckett, Jarvic	mariner	1625	2/ 8
Hyde, Roland	porter	1628	15/ 12
Hynes, John	clerk	1877	13/ 7

I

Inman, James	rev	1808	4/ 21
Irvine	c.eng	1840	8/ 9
Irving, Matthew	rev	1827	16/ 10
Irving, Thomas	stores	1831	11/ 7,12
Isaackson, Richard	gent	1649	1/ 13, 5/ 7, 15/ 1, 16/ 3, 19/ 9, 22/ 5

J

Jackson, Benjamin	mariner	1642	17/ 6
Jackson, George	purser	1816	9/ 21
Jackson, H B	admty	1905	23/ 18
Jackson, James	porter	1628	15/ 12
Jackson, P H	account	1959	10/ 15
Jackson, R H	app	1874	4/ 49
Jackson, Robert	gent	1622	1/ 8,31
James I	royal	1604	1/ 7,10, 3/ 5
James II	royal	1683	1/ 21,22, 2/ 11,12, 3/ 11,22
James	rigger	1855	9/ 22
James, Hopkin	rev	1952	16/ 11
James, R	smith	1877	1/ 90, 13/ 7
James, W	army	1914	22/ 5
James, W	shipwt	1897	5/ 24
James, William	mariner	1893	9/ 19
Jarrett, James	app	1739	4/ 5
Jasper, W	elec	1896	3/ 120
Jeffery, A E	app	1910	4/ 93,99
Jeffery, G	eng	1919	6/ 7
Jefferys, E W	clerk	1877	13/ 8

Jefferys, G B	clerk	1877	13/ 8
Jelf	rev	1883	15/ 10
Jellet, J H	c.eng	1945	8/ 9
Jellicoe, John	RN	1908	23/ 18
Jelliffe, R E	stores	1947	11/ 12
Jenkins	mariner	1870	9/ 22
Jenkins, A B	mariner	1896	9/ 20
Jenkins, John	MP	1906	3/ 117,118
Jenks	publican	1699	3/ 26
Jenman, Richard	porter	1640	15/ 2,12
Jennerˇ, John	shipwt	1778	24/ 23
Jenner, William	surgeon	1815	21/ 5
Jennings, Benjamin	ropery	1794	1/ 70
Jennings, Thomas	mariner	1694	9/ 5,18
Jenvey, F	eng	1951	7/ 6
Jenvey, Thomas	joiner	1686	24/ 4
Jersey, Earl of	gent	1872	3/ 123
Jervis, Thomas	builder	1820	3/ 65
Jewell, B	sec	1918	2/ 31
Jewkes	RN	1667	1/ 69
Jeyes, Thomas	porter	1750	15/ 13
Jezreel, James	rev	1875	16/ 9
Johns, A W	admty	1930	23/ 22
Johnson, Benjamin	roperty	1765	1/ 66
Johnson, George	mariner	1809	9/ 13
Johnson, George	smith	1585	1/ 84
Johnson, J E	eng	1879	4/ 47,92,97, 6/ 7
Johnston, J E	surgeon	1927	12/ 8
Johnstone, G	surgeon	1838	12/ 7
Johnston, William	RN	1860	2/ 6
Jolly, G A	army	1880	22/ 5
Jones	app	1862	4/ 104
Jones, D	mariner	1949	9/ 20
Jones, D	army	1785	22/ 4
Jones, H	mariner	1913	9/ 20
Jones, Melchisadek	mariner	1811	9/ 22
Jones, Samuel	shipwt	1810	1/ 77, 5/ 40
Jones, Theodore	mariner	1879	24/ 22
Jones, William	shipwt	1774	4/ 11
Jope, Peter	shipwt	1755	5/ 39
Jordan	RN	1642	17/ 8
Jordan, W	eng	1934	6/ 7
Joughin, John	shipwt	1930	5/ 28
Joyce, W T	eng	1906	4/ 63
Judd, W H	clerk	1877	13/ 8
Judges	mariner	1912	4/ 86
Juniper, W	app	1876	4/ 92,97, 6/ 7
Juniper, William	RN	1708	1/ 37, 2/ 2,3, 18/ 7

K

Kane, J	police	1930	15/ 13

Karley, Alex	mariner	1846	9/ 19
Keeler, Adam	gent	1570	1/ 2, 21/ 1
Keeling, Mary	tracer	1940	14/ 13
Keen, Donald	rev	1962	16/ 6,11
Kellagher, G B	app	1903	4/ 93,99
Kellaway, John	mariner	1870	9/ 22
Kelly, Edward	RN	1887	2/ 22, 3/ 105
Kelly, F	eng	1923	6/ 7
Kelly, Robert	mariner	1888	9/ 13,22,23
Kemp, J	surgeon	1966	12/ 8
Kempthorne, John	RN	1679	5/ 17
Kempthorne, Thomas	RN	1723	1/ 31, 2/ 17
Kendall, George	mariner	1657	11/ 15,17
Kennedy, Thomas	RN	1834	2/ 20, 24/ 21
Kennedy, William	RN	1900	1/ 121, 2/ 6
Kent, Duchess of	lady	1959	1/ 131
Kent, J H	shipwt	1968	4/ 85
Keppel	RN	1778	1/ 55, 23/ 14
Kerr, Lord	RN	1884	1/ 117, 9/ 19
Kervilˇle, Robert	army	1758	22/ 6
Kestell, Avice	domestic	1734	21/ 4
Kettle, William	shipwt	1764	5/ 43
Keverne, Charles	shipwt	1780	1/ 45, 5/ 39
Kew, L A	teacher	1923	4/ 67
Key, Astley	RN	1885	1/ 118
Kibblewhite, G V	c.eng	1952	8/ 9
Kiddle	lady	1923	1/ 127
Kiddle, Edward	RN	1921	2/ 23
Killick, Richard	shipwt	1806	3/ 116
Killinghall, Thomas	surgeon	1740	12/ 7
Kiltoe, Robinson	clerk	1802	18/ 3
Kimpton, A	sec	1915	2/ 31
Kincade, James	smith	1764	1/ 86,88
King, Edward	RN	1845	2/ 6
King, Gregory	author	1688	3/ 20
King, I	smith	1860	3/ 89
King, I	admty	1958	23/ 23
King, J	surgeon	1865	12/ 7
King, J	army	1788	22/ 4,7
King, John	shipwt	1808	19/ 12
King, John	mariner	1610	5/ 6, 9/ 2,18
King, Richard	RN	1833	2/ 5
King, Richard	mariner	1890	24/ 22
Kingsnorth, Henry	matey	1765	24/ 28
Kipling, Rudyard	author	1900	20/ 20
Kirby, F G	mariner	1905	9/ 20
Kirby, John	shipwt	1714	24/ 5
Kirk, John	mariner	1673	9/ 18
Kirkby, John	rev	1848	24/ 12
Kirkby, L	eng	1952	7/ 6
Kirke, Thomas	shipwt	1694	1/ 25, 5/ 32,36,38

Kirker, G	surgeon	1938	12/ 8
Kitchingham,P	police	1952	15/ 13
Kite, F W	c.eng	1889	8/ 8
Knight	lawyer	1861	15/ 18
Knight, A J	app	1903	4/ 61
Knight, Charles	shipwt	1918	14/ 12
Knight, William	mariner	1816	9/ 21
Knock, Thomas	app	1717	4/ 13
Knowldon, A J	gent	1883	4/ 26
Knowles, John	shipwt	1793	1/ 44
Krupp	eng	1890	1/ 121

L

Ladbury, William	cooper	1765	24/ 28
Laire, Francis	shipwt	1844	4/ 22, 5/ 23,29,36
Lake, Elias	mariner	1892	9/ 22
Lambarde, William	author	1600	17/ 19
Lamb	widow	1739	4/ 5
Lambert, George	RN	1863	2/ 6
Lamplugh	rev	1672	16/ 3
Lancaster	teacher	1950	4/ 71,72
Lance, O	account	1919	10/ 15
Landell, William	mariner	1736	9/ 13
Lane, Thomas	mariner	1849	9/ 19
Lane, William	ropery	1630	1/ 64,65,69
Lang, Oliver	shipwt	1861	3/ 101, 4/ 19,33,35, 5/ 23,29,36, 24/ 23
Lang, W R	shipwt	1838	14/ 3
Langford, Roger	gent	1616	17/ 2
Lanyer, J T	purser	1819	9/ 21
Larcum, Thomas	shipwt	1770	4/ 14
Large, Joseph	shipwt	1850	24/ 13
Larkin, Hartley	shipwt	1774	4/ 11, 14/ 1
Larking	contract	1810	19/ 7
Laslett, J J	stores	1898	11/ 11
Lately, Philip	mariner	1673	9/ 18
Laurie, Alexander	eng	1846	6/ 2,6
Law, John	rev	1787	1/ 32, 16/ 10
Law, William	rev	1889	16/ 7,10
Lawrence, Alexander	army	1816	22/ 4
Lawrence, John	shipwt	1677	1/ 19,20,23,32, 4/ 3, 5/ 7,16,19,30,31, 16/ 3
Lawrence, Joseph	shipwt	1664	5/ 35, 24/ 22
Lawrence, Robert	plumber	1706	19/ 3
Lawrence, William	clerk	1619	11/ 2,11,14
Laws, Robert	stores	1854	11/ 11
Lawson, F	RN	1971	2/ 4,23,24, 23/ 12
Lawson, R A	army	1937	22/ 5
Lea	clerk	1716	10/ 6
Leahy, J	eng	1924	6/ 6
Leake, Henry	shipwt	1739	4/ 5,13,14, 5/ 39

Leake, John	admty	1703	23/ 5,14
Leamer, Samuel	shipwt	1714	24/ 5
Leaper, Charles	contract	1715	23/ 5
Leatherhead, John	builder	1691	1/ 25
Ledbury, Simon	shipwt	1774	4/ 11
Leare, John	gent	1608	21/ 1,2
Lee	citizen	1678	15/ 4
Lee, Lord	admty	1921	23/ 16
Lee, Richard	eng	1559	20/ 1
Lee, Richard	gent	1684	3/ 21
Lee, Robert	shipwt	1685	1/ 18,22,23,25, 3/ 21, 4/ 3, 5/ 19,31,35,38
Lee, William	shipwt		5/ 19,32,35,36, 23/ 20, 24/ 22
Leeds	author	1940	10/ 8
Le Fan	RN	1912	4/ 86
Legatt, John	clerk	1600	10/ 1,2
Leggatt, F O	army	1889	22/ 5
Legge	army	1668	20/ 4
Leiningen, Prince	admty	1885	2/ 6
Leiningen, Princess	royal	1885	1/ 118
Leir, E W	mariner	1923	9/ 20
Leitch, D C	c.eng	1887	8/ 8
Lemmon, A T	shipwt	1953	5/ 25
Lemon, Charles	shipwt	1899	24/ 24
Lempriere	maps	1719	1/ 27,28
Lennox	gent	1670	20/ 3
Lenz, Paul	matey	1701	15/ 4
Lestock	RN	1742	2/ 17
Lethbridge, Thomas	RN	1888	2/ 6
Level, D M	mariner	1819	9/ 21
Leveson, John	gent	1700	1/ 31,33, 17/ 19, 20/ 3
Lewington, William	matey	1890	3/ 92.117
Lewis, John	RN	1830	2/ 20, 24/ 21
Lewis, Samuel	author	1831	1/ 79,89
Ley, Henry	mariner	1882	9/ 19
Leys, G	eng	1926	7/ 5
Lillicrap, Charles	admty	1914	1/ 125, 23/ 22
Lindsay, J B	cashier	1900	10/ 15
Lines	app	1862	4/ 104
Lisgarten, B	teacher	1941	4/ 68,73
Littlejohn, J	RN	1714	2/ 16, 15/ 22, 19/ 3
Littlejohn, Thomas	gent	1702	1/ 28, 2/ 3
Littlejohn, W	eng	1893	6/ 4,6
Liversidge, E	eng	1914	6/ 7
Livesey, Michael	gent	1660	24/ 1
Lloyd, Christopher	author	1964	1/ 34
Lloyd, John	stores	1816	11/ 11
Lloyd, John W	ropery	1801	1/ 70
Lloyd, L V	MP	1892	3/ 86
Lloyd, Richard	app	1765	4/ 14

Lloyd, Thomas	eng	1830	6/ 1
Lloyd, W C	app	1913	4/ 99
Loader, Henry & Isaac	smiths	1680	1/ 85,86, 19/ 4, 20/ 13
Loane, Jabez	mariner	1872	9/ 19
Lobb, William	RN	1811	24/ 21
Lock, Henry	app	1716	4/ 13
Lock, Isaac	shipwt	1711	4/ 3
Lock, John	shipwt	1705	5/ 28,32,36
Lock, John	shipwt	1755	5/ 21,28
Lock, Peirson	shipwt	1722	5/ 44
Lock, Robert	stores	1735	11/ 11
Locke, Humphrey	builder	1559	20/ 1
Locke, John	shipwt	1764	1/ 55
Locker, William	RN	1750	2/ 17
Lockett, E A	app	1920	4/ 99
Loft, R F	app	1937	4/ 54,56
Logan, T	shipwt	1875	1/ 41
Logie, Peter	surgeon	1725	12/ 7
Londonderry	lady	1905	1/ 121
Long, Benjamin	ropery	1669	1/ 66,69
Long, James	mariner	1639	17/ 8
Long, W H	admty	1919	23/ 16
Loose	matey	1906	15/ 19
Loton, John	rev	1662	16/ 3,4,5,10
Louthean, Alex	mariner	1836	9/ 19
Lovelace, George	matey	1834	3/ 65
Lovell, Edward	shipwt	1686	24/ 4
Lowe, F	eng	1958	6/ 6
Lowe, Raymond	rev	1963	16/ 11
Lowe, Robert	MP	1866	3/ 87, 13/ 6
Lowes, William	shipwt	1774	4/ 10
Lowdale, John	builder	1639	22/ 5
Lowdell	teacher	1920	4/ 68
Lowry, D	clerk	1877	13/ 8
Luard, W G	mariner	1870	9/ 19, 24/ 22
Lucas, Frank	shipwt	1650	5/ 27
Luck, Joseph	shipwt	1722	5/ 44
Lutwidge, Skeffington	RN	1788	2/ 5
Luson, Hewling	ropery	1788	1/ 70
Lydell, Dennis	clerk	1690	13/ 1
Lynn, W	eng	1870	6/ 6

M

McArthur, J	clerk	1877	13/ 8
McClelland, W	eng	1918	7/ 2
McClure, G M	surgeon	1845	18/ 7
McCormick, J	army	1795	22/ 4
MacDonald, Reginald	RN	1879	2/ 6
MacDonald, W	canteen	1892	3/ 105
McDonnell, W	c.eng	1855	8/ 6,9
McDowell, J	eng	1820	1/ 80

McDermaid, A M	shipwt	1922	5/ 29
McDermaid, NJ	app	1893	4/ 53,92
McGarahan, James	teacher	1845	4/ 28,34,35,100
McHattie	app	1862	4/ 104
Machin	contract	1745	1/ 31
McKee, W	surgeon	1959	12/ 8
McKenna, R	admty	1908	23/ 15
Mackie, Edward	shipwt	1780	5/ 35
Mackleraith, Hugh	surgeon	1787	12/ 2,7, 15/ 6
McLaren, Hamish	eng	1926	7/ 2
McLean	surgeon	1895	12/ 7
McLean, John	pub	1800	17/ 17,18
McLean, Lachlan	purser	1800	17/ 14
McLeod, N	admty	1944	3/ 76
McMullen	teacher	1930	4/ 67
McNamara, H W	surgeon	1891	4/ 91, 12/ 7
McQuillan, C	app	1918	4/ 99
Madgshon, John	mariner	1818	9/ 6,18
Madgshon, John	shipwt	1803	17/ 13,16
Maginess, E	shipwt	1915	5/ 25
Maginess, H J	shipwt	1912	5/ 29
Magnus, Simon	gent	1870	16/ 9
Mahoney, John	mariner	1888	9/ 22
Mainwaring, Henry	author	1920	3/ 7
Major	contract	1743	1/ 31
Major, John	shipwt	1824	14/ 3
Mallabar, John	admty	1968	2/ 4
Mallalieu	police	1860	15/ 8,9
Malone, E	surgeon	1948	12/ 8
Maloney, James	mariner	1863	24/ 16
Manclark, William	record	1810	3/ 59, 14/ 9
Mander	shipwt	1951	4/ 23
Manley	army	1677	3/ 18
Manley, Anthony	shipwt	1795	5/ 35,37
Mann, Thomas	mariner	1786	9/ 22
Mann, W	clerk	1888	13/ 8
Mannering, Jack	joiner	1900	3/ 25
Mansell, Robert	admty	1608	5/ 6, 17/ 1,2
Maples, Edward	painter	1812	19/ 10
Maplisden, George	shipwt	1641	5/ 41
Mar, Earl of	gent	1611	10/ 1
Mardon, J W	clerk	1838	13/ 4
Mare, C J	shipwt	1862	3/ 102, 4/ 20
Marguand, John	builder	1783	21/ 5
Mark, Robert	ropery	1809	1/ 70
Markham	MP	1802	23/ 8
Markham, Albert	RN	1901	2/ 6
Markham, S F	MP	1929	3/ 118
Marley, Will	clerk	1765	24/ 28
Marsh, Cheyney	shipwt	1738	5/ 39,43
Marsden, Mark	purser	1835	9/ 21

Marsh, E A	police	1958	15/ 13
Marsh, George	clerk	1773	23/ 2
Marsh, James	shipwt	1660	1/ 45, 4/ 3
Marsh, Milborn	mariner	1780	24/ 28
Marshall	contract	1788	19/ 10
Marshall, James	admty	1906	23/ 23
Marshall, John	shipwt	1795	5/ 28, 24/ 23
Marsingham, Thomas	porter	1630	15/ 12
Marten, George	app	1748	4/ 13
Martin	matey	1695	15/ 16
Martin	rigger	1873	15/ 19
Martin, Byam	admty	1816	23/ 17
Martin, Francis	shipwt	1872	5/ 29
Martin, G	painter	1859	19/ 10
Martin, H	eng	1936	7/ 5
Martin, Henry	admty	1790	23/ 17
Martin, John	shipwt	1713	3/ 27
Martin, L L	app	1944	4/ 99
Martin, R	police	1872	15/ 13
Martin, Richard	shipwt	1774	4/ 10
Martin, William	app	1754	4/ 13
Martyn, Richard	builder	1787	1/ 62, 8/ 1
Marvel, Andrew	author	1668	5/ 13
Mary	horse	1966	1/ 108
Mashe, Thomas	builder	1605	21/ 1
Mason, Edward	clerk	1761	19/ 5, 23/ 2
Mason, H R	app	1933	4/ 54,94
Mason, John	contract	1665	19/ 7
Mason, Peter	teacher	1823	4/ 21
Masson, H L	teacher	1890	4/ 50,92,100
Maston	contract	1668	1/ 69
Materley, W L	MP	1832	3/ 86
Matthews, F C	clerk	1927	3/ 25
Matthews, F T	rev	1892	16/ 10
Matthews, F W	shipwt	1961	5/ 25
Matthews, George	shipwt	1677	3/ 18
Matthews, Joseph	agent	1800	24/ 28
Matthews, Thomas	RN	1737	2/ 17, 3/ 33,38, 4/ 5, 5/ 17, 14/ 4,5,15, 23/ 5
Maudslay	eng	1899	1/ 121
May	admty	1901	23/ 18
May, John	shipwt	1615	5/ 29,30,35
May, J B	mariner	1943	9/ 20
May, Walter	gent	1838	8/ 2
Maye, Jasper	shipwt	1621	1/ 10
Mayne, Richard	police	1860	15/ 8
Medbury, Zachary	shipwt	1691	24/ 22
Meezra, H J	app	1933	4/ 54
Meiklejohn, J W	surgeon	1879	12/ 7
Melling, Elizabeth	author		4/ 1
Melville, J E	cashier	1957	10/ 15

Melville, Lord	admty	1828	1/ 97, 3/ 56,57, 17/ 3, 23/ 8,9,14, 24/ 9
Mend, Matthew	stores	1845	11/ 11
Mennes, John	admty	1666	3/ 13, 5/ 15
Meredith, T E	rev	1866	16/ 10
Merralls, John	shipwt	1858	14/ 7
Merrit, Hugh	mariner	1590	9/ 18
Merritt, Richard	shipwt	1606	5/ 41,43
Meynell, Francis	gent	1660	24/ 1
Middleton	lady	1947	1/ 131
Middleton, Charles	admty	1781	3/ 52, 22/ 6, 23/ 7,9,17
Middleton, G	RN	1946	2/ 23
Middleton, Thomas	admty	1660	2/ 10, 3/ 11,12,87, 5/ 12,14,15,16, 17/ 2, 20/ 10, 23/ 20
Miers, Lady	lady	1964	1/ 131
Millard	c.eng	1901	8/ 9
Millen, Henry	mariner	1982	9/ 11
Miller	sails	1805	1/ 56
Miller, Alexander	shipwt	1717	4/ 13
Miller, G	surgeon	1955	12/ 8
Miller, John	stores	1846	11/ 11
Miller, Samuel	shipwt	1684	1/ 44,45
Mills, William	gent	1570	1/ 2
Milton	gent	1658	10/ 5
Milton, J D	shipwt	1912	5/ 29
Minnes, John	admty	1661	23/ 17
Minors, George	gent	1673	1/ 19
Minto, Earl of	admty	1835	4/ 27, 23/ 15
Mitchell	teacher	1940	4/ 72
Mitchell, Andrew	RN	1799	2/ 5
Mitchell, Thomas	shipwt	1774	4/ 10, 5/ 35,36,37, 23/ 22
Mitchell, Thomas	shipwt	1867	4/ 39
Mitchell, Thomas	shipwt	1902	4/ 36,47,92,96, 5/ 24,28, 24/ 24
Mobbs, John	clerk	1806	11/ 17
Molyneux, Robert	mariner	1886	24/ 22
Moncrieff, L A	surgeon	1928	12/ 8
Mond	army	1885	1/ 104
Monk	army	1884	1/ 117
Monk, George	army	1653	1/ 14, 20/ 6
Monk, R J	app	1909	4/ 93
Monkton, Jonathan	app	1762	4/ 13
Monkton, Milnes	poet	1913	4/ 91
Monmouth, Duke of	royal	1679	22/ 1
Monon	lawyer	1817	2/ 12
Monove, Roger	stores	1594	11/ 13,17
Monsell, Bolton	admty	1931	23/ 16
Monson, William	mariner	1635	1/ 68, 5/ 1, 11/ 12
Montague, William	gent	1750	21/ 4
Moody, William	shipwt	1861	5/ 27, 24/ 24

Moon, J E	shipwt	1947	5/ 25
Moorcock, Edward	contract	1668	20/ 11
Moorcock, Robert	contract	1665	19/ 7
Moore, A	admty	1912	23/ 18
Moore, Alexander	shipwt	1860	5/ 36
Moore, Brabazon	MP	1918	3/ 118
Moore, George	mariner	1885	9/ 23
Moore, George	surgeon	1868	12/ 7
Moore, Henry	RN	1948	2/ 7
Moore, John	contract	1668	20/ 11
Moore, John	shipwt	1840	4/ 31, 5/ 36, 14/ 3
Moore, John	RN	1947	5/ 20
Moore, Robert	smith	1651	5/ 9
Moore, Robert	shipwt	1803	1/ 44,45
Moorson, Robert	RN	1824	2/ 5
Morant, George	RN	1892	2/ 22
Morecock, John	shipwt	1668	5/ 16
Morecock, Robert	shipwt	1643	5/ 43
Moreland, Austen	clerk	1582	10/ 1
Moreland, William	shipwt	1753	24/ 23
Morgan, Bill	plater	1893	3/ 101
Morgan, C A	app	1944	4/ 99
Morgan, C G	account	1881	10/ 15
Morgan, Henry	mariner	1695	9/ 12,21
Morgan, Henry	shipwt	1848	24/ 13
Morgan, Thomas	clerk	1877	13/ 8
Morgan, William	shipwt	1832	5/ 36
Moriarty, James	rev	1903	16/ 11
Morland, Samuel	gent	1673	1/ 21
Morland, William	shipwt	1751	5/ 35,37
Morley, A W	app	1924	4/ 53,93,99
Morley, E J	surgeon	1890	12/ 7
Morrice, John	contract	1818	19/ 7
Morris, A	eng	1888	3/ 98
Morris, G	eng	1916	6/ 7
Morris, J	shipwt	1835	3/ 65
Morris, J H	teacher	1971	4/ 90,100
Morris, W	army	1860	22/ 4
Morrish, S W	shipwt	1918	24/ 24
Morrison	teacher	1863	4/ 36,43
Morriss, Roger	author	1970	2/ 25
Morton, Thomas	gent	1570	1/ 2
Moseley, Henry	rev	1850	4/ 29, 16/ 6
Mosse	RN	1797	2/ 4
Mostyn, S	RN	1743	14/ 5, 23/ 17
Mould, Thomas	eng	1844	8/ 6,7,9
Moulden, Thomas	sails	1768	1/ 39
Moulden, W	mariner	1765	24/ 28
Mountifield, J	eng	1920	6/ 6
Mountstephen	teacher	1890	18/ 12
Mowlem, John	builder	1966	1/ 130

Moxon, George	ropery	1822	1/ 69
Moyle, Mark	smith	1858	1/ 90
Muddle, Edward	shipwt	1741	19/ 12
Muddle, James	shipwt	1774	4/ 11
Muddle, William	shipwt	1700	19/ 12
Mulgrave, Lord	admty	1807	23/ 15
Mullet, G W	app	1930	4/ 99
Mullinger	trader	1860	3/ 106
Mullings, Edward	rev	1714	16/ 10
Munby, A J	admty	1889	3/ 83
Munden	RN	1697	2/ 1
Mundes, Richard	shipwt	1625	5/ 43
Munds, George	builder	1621	1/ 9, 19/ 2
Mungey, Botolph	ropery	1561	1/ 64, 3/ 2
Murray, George	RN	1792	2/ 5
Murray, George	gent	1796	24/ 14
Murray, J	builder	1900	12/ 9
Murray, J C	army	1874	22/ 4
Murray, James	army	1775	22/ 4
Murray, R	eng	1949	6/ 6
Musgrave, George	stores	1730	5/ 20, 22/ 6
Mynors, Robert	army	1680	22/ 1,4

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Nailor, Thomas	ropery	1765	1/ 66
Naish, John	shipwt	1714	5/ 27, 24/ 5,23
Naish, Richard	shipwt	1708	5/ 43
Nalk, William	ropery	1765	1/ 66
Napier	shipwt	1864	4/ 33
Napoleon, Bonaparte	army	1805	19/ 11
Napoleon, Louis	royal	1852	1/ 98
Nash, Thomas	contract	1611	1/ 6,7, 8/ 3,4
Natt	police	1835	15/ 13
Naylor	builder	1888	1/ 91
Neale, Ethel	tracer	1937	14/ 13
Neale, John	smith	1628	3/ 24
Neighbour, W R	cashier	1920	10/ 15
Neil, J	surgeon	1951	12/ 8
Nelson, Francis	shipwt	1739	4/ 5
Nelson, Horatio	RN	1805	1/ 52, 19/ 12
Nelson, John	shipwt	1790	5/ 22,35, 24/ 23
Nelson, Richard	clerk	1830	23/ 10
Nelson, Robert	shipwt	1789	1/ 45
New, Richard	bricks	1620	1/ 9,107 3/ 5
New, T	matey	1940	1/ 90
Newby	mariner	1870	9/ 22
Newcomb, R S	clerk	1820	10/ 9
Newcombe, Henry	contract	1592	1/ 6
Newell, Stephen	sails	1729	1/ 39
Newitt, L	eng	1914	7/ 3,5
Newman, John	author	1700	1/ 33,35, 8/ 1

Newman, William	shipwt	1764	3/ 46
Newnham, J	app	1847	4/ 92,95
Newnham, T W	army	1822	22/ 4
Newport	police	1906	15/ 19
Nicholls, Harry	contract	1688	20/ 10
Nichols, Henry	admty	1806	23/ 17
Nichols, R F	mariner	1947	9/ 20
Nicholson, Henry	RN	1896	2/ 6, 23/ 18, 24/ 22
Nicholson, John	glazier	1639	8/ 5
Nicholson, S	clerk	1793	22/ 7
Nicholson, Samuel	builder	1787	1/ 62, 8/ 1
Nicholson, William	mariner	1786	9/ 16,18
Niewport, Lord	gent	1665	20/ 6
Nihill, Barclay	lawyer	1950	2/ 28, 23/ 23
Nobbs, J	clerk	1812	2/ 21
Noel, Gerrard	RN	1909	2/ 6
Nolloth, John	shipwt	1823	5/ 27,37, 14/ 3, 24/ 23
Norman, James	clerk	1664	11/ 17
Norfolk, Leslie	admty	1972	2/ 24, 23/ 12,23
Norreys, Thomas	admty	1622	1/ 10, 2/ 8, 5/ 7, 21/ 1, 23/ 3,19
Norrie	teacher	1913	4/ 64,68
Norris, Victor	rev	1959	16/ 11
Norsmaill, Nicholas	clerk	1765	24/ 28
North, B	app	1951	4/ 94
Northampton, Earl of	gent	1608	5/ 6
Northbrook		1880	1/ 118, 23/ 15
Northcote, Samuel	mariner	1846	9/ 19
Northcote, Trevelyan	admty	1860	4/ 37, 13/ 16
Northumberland, Duke of	admty	1630	1/ 11, 17/ 3, 23/ 15
Norton, John	surgeon	1625	12/ 1,7
Norwood, Martha	lady	1671	1/ 19
Nott, H	eng	1931	7/ 5
Nott, John	MP	1981	2/ 4
Nottingham, Earl of	gent	1608	5/ 6, 10/ 1,2
Nutt, M A	police	1880	15/ 9

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O'Byrne, K	surgeon	1961	12/ 8
O'Lyon, George	RN	1941	2/ 7
O'Neill, J J	account	1904	10/ 15
O'Neill, Niel	mariner	1929	9/ 20
O'Neill, T J	app	1949	4/ 99
Oakley, H E	eng	1912	8/ 9
Ocram, John	clerk	1678	9/ 4
Oddy, P R	army	1959	22/ 5,11
Ogle, Chaloner	RN	1745	2/ 17
Oldridge, C L	shipwt	1962	5/ 25
Oldnor, John	clerk	1713	10/ 7, 24/ 5
Oliver, A P	app	1916	4/ 99

Oliver, Geoffrey	RN	1953	2/ 7
Oliver, William	surgeon	1709	12/ 9
Ollis, F B	shipwt	1908	1/ 124, 5/ 25,29
Omanney, L F	mariner	1941	9/ 20
Omanney, Robert	RN	1909	2/ 23
Onion, D	army	1798	22/ 4
Onslow, Arthur	MP	1743	14/ 5
Onslow, W¸ G	app	1924	4/ 94,99
Oppenheim, M	author		3/ 19,84, 24/ 1
Ord	eng	1870	6/ 3
Orford, Earl of	army	1694	23/ 14
Orice, Edward	farmer	1650	1/ 32
Orton, John	shipwt	1838	1/ 77
Orwin	app	1862	4/ 104
Osborne, Robert	admty	1764	19/ 5, 23/ 2
Osborne, Thomas	army	1640	22/ 4
Ottewill, J T	teacher	1898	4/ 58,92
Otway, Arthur	MP	1867	3/ 86,87,113,115
Otway, Robert	RN	1837	2/ 5
Owen, John	ropery	1663	1/ 69, 21/ 6
Owen, William	shipwt	1849	4/ 31,92,95, 5/ 28
Oxland, William	rev	1897	16/ 10
Ozanne, C H	army	1901	22/ 5

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Pack, Thomas	plumber	1706	19/ 3
Packington, J S	admty	1858	23/ 15
Page, George	shipwt	1739	4/ 5
Page, T H	eng	1781	24/ 5
Pagett, Thomas	gent	1600	17/ 19
Paine, Ralph	matey	1800	17/ 21
Paine, William	shipwt	1774	4/ 11, 5/ 37,43
Pakenham, Lord	admty	1951	23/ 16
Palfrey, William	contract	1959	21/ 5, 4/ 85
Palliser, George	clerk	1812	2/ 21, 10/ 9, 16/ 6
Palliser, Hugh	admty	1770	23/ 17
Pallot, E	eng	1927 ″	6/ 6
Palmer	eng	1928	3/ 140
Palmer, F	shipwt	1908	1/ 124. 5/ 25
Palmer, Henry	admty	1588	2/ 7, 5/ 6,7, 11/ 2, 16/ 2, 17/ 4,5, 23/ 19
Palmer, John	mariner	1886	9/ 19
Palmer, P	eng	1891	7/ 1
Palmer, William	sails	1705	3/ 29
Pamphlett, W E	eng	1879	4/ 47,92,97
Pankhurst	teacher	1950	4/ 71
Pankridge, Robert	RN	1962	1/ 59
Pantin	contract	1745	1/ 31
Parett, James	ropery	1765	1/ 66
Parham, Frederick	RN	1955	2/ 7, 23/ 16
Parker, J	RN	1966	2/ 23

Parkes, Oscar	author	1950	1/ 113
Parkin, George	shipwt	1806	3/ 59, 5/ 23, 24/ 23
Parkinson, Adam	clerk	1686	24/ 4
Parks, J	shipwt	1802	14/ 2,3
Parks, J	clerk	1838	13/ 4
Parminter, Thomas	clerk	1722	4/ 13, 10/ 7,8,9
Parmiter, Richard	builder	1582	8/ 2,4
Parnell, Richard	shipwt	1750	4/ 8
Parr, L	eng	1905	8/ 9
Parr, W F	rev	1957	16/ 11
Parr, John	army	1758	22/ 4,6
Parry, Edward	RN	1840	1/ 97, 6/ 1
Parry, Thomas	publican	1790	3/ 104
Parry, William	RN	1750	2/ 17
Parsons, Edward	porter	1700	15/ 12
Parsons, John	joiner	1780	1/ 93
Parsons, Joseph	ropery	1864	1/ 68,69
Partridge, William	agent	1718	24/ 27
Pasha, Musurus	lady	1870	1/ 115
Pashly	ropery	1649	15/ 14
Pasley, Charles	army	1812	4/ 20, 8/ 2,6,9
Pasley, Thomas	RN	1790	2/ 5
Passby, G	ropery	1838	1/ 69
Patterson, A	stores	1943	11/ 12
Patterson, A T	matey	1980	15/ 24
Patterson, James	eng	1872	6/ 3,6
Paul, Jasper	shipwt	1717	4/ 12
Pawlin	brazier	1700	8/ 4, 19/ 3
Pawson, John	surgeon	1619	12/ 1,7
Payler, George	admty	1654	23/ 19
Payne, Richard	shipwt	1620	1/ 9
Payne, William	mariner	1826	9/ 19
Paynter, William	gent	1626	20/ 4,12
Peacock, Henry	surgeon	1850	12/ 4,7
Peak, Henry	shipwt	1774	4/ 10, 5/ 27
Peak, John	shipwt	1774	4/ 10, 5/ 27
Peake, Henry	shipwt	1772	5/ 33,35,37, 19/ 11, 23/ 22, 24/ 23
Peake, Henry L	shipwt	1862	24/ 24
Peake, James	shipwt	1830	5/ 29
Peake, John	shipwt	1812	14/ 3
Pearce, Henry	app	1718	4/ 13
Pearce, John	stores	1889	11/ 8
Pearce, Thomas	surgeon	1696	12/ 2,7
Pearce, Thomas	clerk	1726	23/ 2
Pearce, William	shipwt	1850	4/ 32,92,95
Pearn, C N	account	1886	10/ 15
Pearse, Rebecca	domestic	1715	21/ 4
Pearson, A R	app	1945	4/ 99
Pearson, Charles	rev	1939	16/ 11
Pearson, Hugh	RN	1904	2/ 6

Peck, J F	app	1916	4/ 99
Peckham	clerk	1762	22/ 6
Peek, William	shipwt	1785	4/ 15, 5/ 39
Peel, Frederick	MP	1860	3/ 68, 11/ 8
Peel, Robert	MP	1850	4/ 27
Peget, Clarence	admty	1860	3/ 86
Peirce	merchant	1707	5/ 42
Pelham, John	contract	1807	19/ 12
Pell, Walklyn Owen	mariner	1841	24/ 21
Pemble, R	shipwt	1858	1/ 41
Pembroke, Earl of	RN	1701	2/ 2, 10/ 7, 23/ 5,14
Pen, W	gent	1668	5/ 12, 20/ 5,8
Penfold	shipwt	1942	4/ 69
Penfold, Henry	mariner	1903	9/ 23
Penfold, John	ropery	1803	3/ 45
Pennal, J W	clerk	1793	22/ 7
Penney, G F	app	1862	4/ 104, 13/ 6, 14/ 2
Penny	shipwt	1860	5/ 33
Pepys, Charles	joiner	1689	1/ 92,93
Pepys, Samuel	clerk	1684	1/ 18,21,22,30,65,69,84,92, 2/ 11, 3/ 11, 5/ 12,13, 16,19,31,32, 10/ 5,6, 11/ 4,5,13,15,16, 13/ 1, 16/ 3, 17/ 9,10, 19/ 2,8, 20/ 5,6,7,8,9,12, 20/ 13, 23/ 1,2,4,5, 24/ 1,2
Percy, Joceline	RN	1851	1/ 98, 2/ 6
Perrett, W	manager	1958	2/ 28,30
Perring, H	eng	1932	6/ 6
Perring, W G	app	1913	4/ 93
Perrow, W	eng	1934	6/ 7
Perryman, William	ropery	1765	1/ 66
Petley, Charles	army	1751	22/ 6
Pett, Christopher	shipwt	1667	1/ 16
Pett, John	RN	1628	5/ 30
Pett, John	ropery	1649	15/ 14
Pett, John	shipwt	1774	4/ 11
Pett, Joseph	shipwt	1590	5/ 2,5,30
Pett, Peter	shipwt	1580	1/ 4,5, 5/ 2,5,29
Pett, Peter	shipwt	1667	1/ 16.42.92, 2/ 8, 3/ 23, 16/ 3, 17/ 5,8,9, 19/ 8, 20/ 5,6,7,8,9,12
Pett, Phineas	shipwt	1619	1/ 8,11,12,13, 2/ 8, 4/ 1,23, 5/ 2,3,5, 10/ 1,5,9, 11/ 3, 15/ 2,20, 17/ 2,5,21/ 2
Pett, Phineas	clerk	1655	16/ 3
Pett, Phineas	shipwt	1667	1/ 16,17,19,20,21,23,30,65, 2/ 11,12, 3/ 4,5, 4/ 3, 5/ 3, 20/ 15, 23/ 1,4,5 24/ 1˘
Pett, Samuel	joiner	1754	4/ 13
Pett, William	shipwt	1650	1/ 43

Pettman, Edward	rev	1844	16/ 10
Petty, Elizabeth	lady	1723	4/ 23
Pevsner, Nicholas	author		8/ 1
Pharoh, William	warder	1701	15/ 4
Philipers, Edward	teamster	1774	1/ 108
Phillips, Andrew	ropery	1730	1/ 70
Phillips, Anne	widow	1799	17/ 22
Phillips, John	clerk	1714	24/ 5
Phillips, John	shipwt	1711	5/ 28
Phillips, Nicholas	shipwt	1779	5/ 21,27,35,36, 24/ 23
Phillips, W	clerk	1838	13/ 4
Phillips, W	gent	1884	1/ 117
Phippen	author		2/ 10
Phipps	teacher	1870	4/ 25
Pickas, William	shipwt	1602	5/ 5,29,35
Pickthorne, E G	surgeon	1917	12/ 8
Picton, Robert	rev	1877	16/ 10
Piers, H	surgeon	1869	12/ 7
Pike, George	shipwt	1832	3/ 65
Pilcher	buses	1900	3/ 121
Pilcher, Roger	contract	1716	19/ 6
Pilgrim, Josiah	joiner	1714	1/ 93, 4/ 3
Pilkington, Henry	eng	1896	8/ 2,6,9, 12/ 9
Pitt, William	MP	1759	1/ 54
Pitts, Baruch	mariner	1705	2/ 16, 9˘/ 5,6,18, 17/ 11
Player, John	tobacco	1885	1/ 118
Pledge, Henry	shipwt	1907	5/ 29, 24/ 13
Plucknett, William	shipwt	1801	1/ 77, 5/ 37,40
Plugge, L F	MP	1935	3/ 118
Plunkett, James	rev	1797	16/ 9
Plymsel, Amos	mariner	1834	9/ 21
Pocock, F L	rev	1950	16/ 11
Podd, Thomas	shipwt	1702	5/ 27,28
Poland, A	RN	1950	2/ 23, 4/ 78, 18/ 9
Pole	shipwt	1716	10/ 6
Polhill, David	MP	1750	23/ 6
Polhill, David	shipwt	1801	5/ 22
Pollard, John	sails	1660	1/ 39
Pollard, John	contract	1716	19/ 6
Pollard, Thomas	shipwt	1782	3/ 54, 5/ 22,28, 24/ 23
Pool, John	shipwt	1726	5/ 36,44
Poole, John	shipwt	1742	24/ 23
Poore, Richard	RN	1911	2/ 7
Pope, Charles	mariner	1855	9/ 8,19, 24/ 13
Pope, Robert	rev	1963	16/ 11
Porter, B	mariner	1960	9/ 23
Porter, Samuel	mariner	1638	17/ 6
Portriffe, Walter	shipwt	1592	5/ 41,43
Poulden, Mary	wife	1695	15/ 16
Poulter, John	shipwt	1709	5/ 38,39,43, 24/ 23
Powell, E F	app	1924	4/ 99

Powell, William	shipwt	17،17	4/ 12
Powlett, Armand	mariner	1892	24/ 22
Pownall, Israel	shipwt	1775	3/ 50, 4/ 11,13, 5/ 21,28,35,36, 24/ 5,23
Pratt, George	rev	1722	16/ 10
Preston, Robert	clerk	1651	5/ 9
Price, David	mariner	1848	24/ 12,21
Price, John	matey	1681	15/ 14
Price, Valentine	builder	1667	20/ 5
Pringle, James	eng	1937	7/ 2
Prinn	gent	1662	17/ 9
Pritchard	shipwt	1862	3/ 102
Proby, Charles	RN	1771	2/ 18, 15/ 6, 19/ 11, 20/ 16
Pruson, Hildebrand	sails	1637	1/ 36
Puckett, Joseph	shipwt	1739	4/ 5
Pulman, Robert	ropery	1650	1/ 65,69
Punch	horse	1960	1/ 108
Purdo, William	mariner	1836	9/ 19
Purnell, Cornelius	shipwt	1701	1/ 43
Pyham, John	rev	1630	1/ 32, 16/ 2,10

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Rabinett, Thomas	mariner	1643	9/ 4,18, 16/ 3, 17/ 5
Radcliffe, Thomas	shipwt	1802	14/ 3
Rae, Robert	teacher	1850	4/ 28
Raikes, Robert	gent	1786	4/ 23
Rainer, John	shipwt	1825	14/ 3
Raleigh, George	eng	1690	1/ 28
Raleigh, Walter	mariner	1622	1/ 10,115
Ralph, H H	clerk	1877	13/ 8
Ramsey, Edward	police	1848	24/ 12
Ramsay, James	rev	1800	23/ 17
Rand, William	mariner	1665	9/ 4,18
Randall	wife	1912	1/ 76
Randall, N	surgeon	1893	12/ 7
Randolf, G G	mariner	1865	9/ 19
Ranft	author	1961	3/ 35
Ranger	eng	1836	1/ 75
Rann, William	shipwt	1706	5/ 42,43
Rawlinson, W	eng	1911	6/ 6
Rawson, Robert	teacher	1850	4/ 28
Rayner, John	shipwt	1833	14/ 2
Read	shipwt	1842	1/ 98, 24/ 23
Read, Samuel	shipwt	1825	14/ 3, 24/ 12,13
Read, Thomas	shipwt	1653	5/ 15
Read, William	ropery	1649	15/ 14
Reader, R W	app	1934	4/ 99
Reche, Samuel	eng	1796	6/ 1
Redman, Jesse	ropery	1869	1/ 64
Reed, Edward	gent		4/ 91, 24/ 13

Reed, Edward	shipwt	1868	1/ 114,116, 3/ 91, 4/ 31,58, 23/ 11,22
Reed, G W	mariner	1866	9/ 19
Reed, James	sec	1823	2/ 30
Reese, J	surgeon	1953	12/ 8
Reeves, John	rigger	1803	15/ 23
Reinolds, Melchior	shipwt	1677	5/ 42, 19/ 7
Rencker, Thomas	sails	1818	1/ 39, 4/ 18
Rennie, J G	eng	1870	1/ 105, 24/ 10
Rennie, John	eng	1807	1/ 73,74, 3/ 59, 24/ 9,10
Reynolds, Israel	mariner	1632	17/ 4
Reynolds, Richard	mariner	1750	9/ 12,21
Ricardo, Arthur	RN	1915	2/ 23, 9/ 20
Rice, Edward	RN	1882	2/ 6
Rice, Newland	ropery	1740	1/ 70
Rice, William	shipwt	1840	5/ 29, 14/ 3
Richards, A E	shipwt	1902	5/ 29
Richards, Albert	shipwt	1870	24/ 13
Richards, F W	mariner	1878	9/ 19
Richards, Peter	RN	1849	2/ 22
Richards, Philip	c.eng	1820	8/ 7
Richards, William	shipwt	1722	5/ 44
Richardson	police	1860	15/ 13
Richardson, A R	app	1898	4/ 53
Richardson, James	surgeon	1827	12/ 9
Rider, W	gent	1662	17/ 9
Ridout, Joseph	c.eng	1860	8/ 8
Rigby, J	builder	1855	1/ 99
Riley, W E	eng	1879	8/ 8,9
Ripon, Marquis of	admty	1886	23/ 15
Ritchie, A S	teacher	1943	4/ 69, 100
Ritchie, T	police	1958	15/ 13
Rivas, P M	surgeon	1940	12/ 8
Rivers, William	shipwt	1658	5/ 37
Rivers, W T	eng	1844	8/ 7,8
Robbins, Judy	domestic	1688	11/ 16
Roberts, T	shipwt	1813	5/ 28,29
Roberts, Valentine	mariner	1870	9/ 8
Robertson	lady	1917	1/ 126
Robertson, Edmund	MP	1906	3/ 76
Robinson, A	surgeon	1957	12/ 8
Robinson, Christopher	app	1723	4/ 14
Robinson, John	rev	1722	16/ 10
Robinson, J J	teacher	1860	4/ 35,43,45,46,100
Robinson, R	admty	1861	23/ 17
Robinson, William	shipwt	1884	3/ 117, 5/ 27,28
Robson, J S	rev	1870	16/ 7,10
Robson, P M	account	1940	10/ 15
Rockcliff, Edward	shipwt	1774	4/ 11
Rocke, Thomas	painter	1582	1/ 6,9,10, 5/ 6, 19/ 7, 21/ 1
Rocket	smith	1872	1/ 88

Roddam, Robert	RN	1778	2/ 5
Roe	widow	1700	17/ 6
Roff, W G	account	1895	10/ 15
Roffey	RN	1700	2/ 1
Rogers, J	shipwt	1906	4/ 63, 24/ 24
Rogers, John	carpenter	1684	1/ 23,25,26, 8/ 3,4
Rogers, Thomas	ropery	1714	1/ 70
Romney, Lord	gent	1756	2/ 18
Ronan, Michael	surgeon	1880	12/ 7
Roome, George	sails	1855	1/ 38,39, 3/ 71
Rose, Christopher	rev	1929	16/ 11
Rosewell, Ben	shipwt	1700	4/ 8,12, 5/ 20,28,31,35,42,43, 22/ 6
Rosewell, Jeremiah	shipwt	1726	5/ 36
Rosewell, John	shipwt	1732	5/ 39,44, 24/ 23
Rosewell, Walter	rev	1647	5/ 13, 11/ 15, 16/ 2,3,10
Rosewell, William	shipwt	1725	4/ 14, 5/ 28,36, 24/ 5
Ross, Charles	shipwt	1790	19/ 11
Round-Turner, Charles	RN	1931	2/ 23
Rouse, Edmund	army	1696	22/ 4
Row, Andrew	shipwt	1889	24/ 24
Rowett, F E	app	1903	4/ 93,99
Rowlands, David	surgeon	1833	12/ 4,7
Rowlands, E	smith	1866	1/ 90
Rowley, Bartholomew	RN	1803	2/ 5
Rowse, A L	author	1965	3/ 50
Royds,	lady	1917	1/ 126
Royds, Percy	RN	1923	2/ 23
Rudd, C	eng	1906	6/ 6
Rudd, Thomas	ropery	1862	12/ 5
Rudyard, T	clerk	1793	22/ 7
Ruffhead, Benjamin	smith	1700	1/ 85
Ruffhead, John	smith	1700	1/ 84, 19/ 4, 20/ 5, 22/ 5
Rule, William	shipwt	1800	23/ 22, 24/ 23
Rumble, William	eng	1863	24/ 16
Russell, A W	surgeon	1900	12/ 8
Russell, Andrew	surgeon	1832	12/ 7
Russell, John	app	1770	4/ 14
Russell, Lionel	gent	1968	4/ 90
Russell, William	gent	1630	9/ 2, 11/ 2, 17/ 3,4
Ruyter, de	mariner	1667	20/ 6
Ryan, J	app	1872	4/ 92
Ryan, J	account	1901	10/ 15

S

Sadler, F M	mariner	1845	9/ 19
Sadler, F W	ropery	1829	1/ 69
Salis, E J	army	1899	22/ 10
Salis, W F	mariner	1907	9/ 20
Salisbury, Lord	gent	1886	1/ 119
Salmon, Eliza	lady	1640	1/ 33

Salmon, G H	sec	1879	2/ 31, 13/ 8
Salmon, Robert	merchant	1707	5/ 42
Salter, Arthur	police	1980	15/ 19
Sampson	RN	1912	24/ 25
Samuelson	admty	1881	4/ 40
Sanders, F	smith	1890	3/ 95
Sanderson, Lawrence	shipwt	1718	5/ 43
Sandford, C S	mariner	1939	9/ 20
Sandifer, D A	app	1921	4/ 99
Sands	app	1862	4/ 104
Sands, Michael	gent	1610	1/ 3
Sandwich, Lord	admty	1773	1/ 56,90, 3/ 39,46,134, 23/ 6,7,14, 24/ 6
Sandys, Edwyn	army	1642	1/ 13, 5/ 8
Sargent, John	ropery	1730	1/ 70
Sargent, John	mariner	1760	9/ 12,21
Saunders, C	RN	1766	23/ 14,17
Saunders, Robert	shipwt	1870	5/ 24,29, 13/ 7
Savage	shipwt	1862	3/ 125
Savage, William	carver	1760	19/ 10
Savery	eng	1702	1/ 29
Savory, C H	surgeon	1936	12/ 8
Sayers	surgeon	1703	12/ 9
Sayers, Christopher	sec	1910	2/ 23,31
Scallon, Robert	mariner	1834	9/ 21
Scannell, J B	account	1920	10/ 15
Scott, Arthur	RN	1754	2/ 18
Scott, Lord C	mariner	1887	9/ 19
Scott, Thomas	mariner	1648	9/ 18
Scott, Thomas	surgeon	1720	12/ 7
Scott, Thomas	builder	1806	8/ 4
Scott, William	ropery	1806	1/ 70
Seager, L	builder	1887	1/ 91
Seath, J A	eng	1938	8/ 9
Seaton	army	1642	1/ 13
Seaton, Joseph	shipwt	1826	24/ 23
Sedeeke, Walter	builder	1582	8/ 2,4,5
Selborne, Earl of	admty	1900	23/ 15
Selkirk, Earl of	admty	1957	23/ 16
Sennett, Richard	eng	1887	6/ 1
Seppings, Robert	shipwt	1815	1/ 83,98, 2/ 21, 5/ 22, 17/ 13, 23/ 22
Seppings, William	shipwt	1820	4/ 20
Sergison, Charles	clerk	1689	23/ 2
Sewell, Isaac	builder	1649	8/ 3
Sewell, Robert	stores	1657	11/ 4,11
Seymour, Michael	mariner	1850	24/ 13,21
Shackleton, J	app	1919	4/ 93
Shales, John	contract	1716	4/ 13
Shanks, Orlando	porter	1745	15/ 13
Sharman, L S	app	1903	4/ 61

Sheaf	widow	1735	22/ 2
Sheafe, Hy	builder	1684	3/ 21
Sheffield, J	shipwt	1850	1/ 77
Sheffield, W	eng	1796	6/ 1
Shepherd	mariner	1873	9/ 11
Shepherd, George	bricky	1688	8/ 4,5,6
Shepherd, John	builder	1639	8/ 5,6
Shepherd, John	army	1831	22/ 4
Shepherd, John	eng	1855	24/ 13
Shepherd, John	surgeon	1965	12/ 8
Shepherd, Victor	admty	1952	23/ 22
Shergold	eng	1942	4/ 69
Sherwill	contract	1710	19/ 5
Shirref, William	RN	1841	2/ 22
Shish, John	shipwt	1673	24/ 22,24
Shish, Jonas	shipwt	1683	1/ 19, 3/ 12, 20/ 9, 24/ 2,22
Shish, Thomas	shipwt	1678	5/ 31, 24/ 22,24
Shoosmith, George	shipwt	1658	5/ 37
Short	eng	1908	24/ 25
Short	teacher	1950	4/ 71
Short, John	clerk	1648	5/ 14, 10/ 5,6,9
Short, Thomas	gent	1570	1/ 3, 20/ 2
Shortis, Robert	shipwt	1694	1/ 25,43, 2/ 16, 5/ 20,32,35,36,38, 24/ 22
Shortis, William	shipwt	1713	3/ 27,35,36
Shortridge, A D	eng	1917	8/ 9
Shovell, Cloudesley	RN	1702	23/ 6
Shovell, Elizabeth	lady	1692	17/ 20
Shrewsbury, Earl of	gent	1611	10/ 1
Sicklemore, J	army	1800	22/ 4
Siddens	builder	1820	3/ 65
Siddons, J H	c.eng	1957	8/ 8,9
Sidley, William	gent	1616	17/ 2
Silk, P R	app	1916	4/ 99
Silver, M L	mariner	1916	9/ 20
Simmers, R B	eng	1930	8/ 9
Simmonds, W G	app	1916	4/ 99
Simmons, L F	app	1911	4/ 99
Simmons, Reginald	matey	1907	18/ 9
Simpson, John	surgeon	1762	4/ 13
Sims, Alfred	admty	1958	23/ 23
Sims, Frederick	rev	1909	16/ 11
Sims, T	eng	1896	8/ 9
Sinclair, Edwyn	RN	1927	2/ 7
Sison, Edward	shipwt	1795	5/ 22,28,35,37, 11/ 17, 17/ 6, 24/ 23
Skillet, G D	clerk	1838	13/ 4
Skillet, J	clerk	1838	13/ 4
Skinner, C E	builder	1906	4/ 85
Slade, Benjamin	shipwt	1746	5/ 28
Slade, Charles	clerk	1850	2/ 30, 10/ 10, 13/ 4

Slade, Keith	shipwt	1980	14/ 2
Slade, Thomas	agent	1790	24/ 28
Slade, Thomas	shipwt	1750	1/ 53,54, 5/ 20,28,42, 19/ 5, 23/ 21, 24/ 5
Slaughter, C H	surgeon	1882	12/ 7
Slingsby, Guilford	gent	1611	21/ 2, 23/ 3,16
Slingsby, Robert	admty	1660	23/ 17
Sliter, Elizabeth	lady	1696	1/ 66
Sliter, Robert	ropery	1662	1/ 65,69, 5/ 33
Sly, C	police	1927	15/ 13
Small, Robert	mariner	1678	9/ 18
Smallwood, Robert	smith	1866	3/ 85
Smart	RN	1858	3/ 68,98, 14/ 7
Smart, D	eng	1940	6/ 7
Smith	teacher	1938	4/ 68
Smith, F	app	1911	4/ 99
Smith, F	MP	1857	3/ 86,88, 23/ 11
Smith, G	sec	1921	2/ 31
Smith, G S	surgeon	1904	12/ 8
Smith, Harry	builder	1584	8/ 5,6, 21/ 1
Smith, Henry	builder	1660	3/ 9
Smith, Henry	joiner	1755	1/ 92
Smith, James	rev	1965	16/ 11
Smith, John	smith	1649	1/ 84
Smith, John	sails	1662	1/ 39
Smith, John	police	1873	15/ 10,13
Smith, Melchior	shipwt	1739	4/ 5
Smith, P C	police	1946	15/ 11,13
Smith, P G	eng	1884	8/ 9
Smith, Robert	RN	1655	15/ 14
Smith, Sydney	RN	1800	23/ 6
Smith, W	stores	1793	22/ 7
Smith, W	police	1900	15/ 13
Smith, W	stores	1908	11/ 12
Smith, W	app	1922	4/ 99
Smith, W H	admty	1877	23/ 15
Smith, William	contract	1710	19/ 5
Smith, William	painter	1822	19/ 10
Smith, William	rev	1880	16/ 10
Smith, William P	clerk	1822	10/ 8,9, 11/ 7,11
Smithers, D W	admty	1958	5/ 25, 23/ 23
Smithwick, A R	mariner	1932	9/ 20
Snape-Hammond, A	RN	1785	2/ 5
Snell	clerk	1768	4/ 10
Soady, Clark	mariner	1875	9/ 19
Somerset, Duke of	admty	1863	23/ 11,14,15
Southerden, John	carpenter	1760	4/ 14, 8/ 4
Southern, John	clerk	1688	1/ 43, 23/ 2
Spain, S	mariner	1871	9/ 8,19
Spanner, D C	app	1934	4/ 54,94
Sparey, W F	app	1910	4/ 99

Spavens, William	mariner	1760	4/ 4, 12/ 9, 17/ 12
Spence, John	shipwt	1774	4/ 10
Spencer, Earl	admty	1892	1/ 119,120, 23/ 14
Spencer, Griffin	rev	1626	16/ 1,2,10
Spiller, William	shipwt	1822	14/ 3
Spragg, Edward	RN	1680	1/ 28, 2/ 13, 20/ 6,9
Spranger, Searle	surgeon	1714	24/ 5
Spray, Matthew	builder	1692	8/ 6
Spray, Richard	app	1717	4/ 13
Springfield, Edward	shipwt	1684	1/ 44,45
Springfield, Thomas	shipwt	1714	24/ 5
St Lo, George	RN	1703	1/ 27,33,86, 2/ 1,3,9,14,15,16 3/27,28,29,30, 9/ 5,6, 10/ 7, 15/ 15, 16/ 1,17/ 11, 19/ 3,7, 21/ 3,4
St Vincent, Earl	RN	1800	1/ 77, 3/ 56,57, 4/ 16, 11/ 7, 15/ 2, 23/ 8,9,14, 24/ 8,9,20
Stacey, Richard	shipwt	1709	5/ 27, 24/ 23
Stainer, G H	shipwt	1878	5/ 36
Staines, A R	app	1924	4/ 99
Staines, Philip	gent	1702	1/ 28.29
Stanbridge, Nicholas	sails	1730	1/ 39, 4/ 13
Stanhope	lady	1926	1/ 127
Stanhope, Earl	admty	1938	23/ 16
Stanhope, Henry	RN	1810	2/ 5
Stanistreet, R W	surgeon	1921	12/ 8
Stanley, Owen	mariner	1850	18/ 9
Stansfield	MP	1864	3/ 83
Stead, W T	editor	1880	1/ 118
Steane, Charles	contract	1700	19/ 4,5
Stedman	eng	1840	3/ 67
Stedwell, John	porter	1690	15/ 2,12,13
Steel	ropery	1873	1/ 68,70
Steel, Louis	eng	1900	7/ 3
Steere, James	shipwt	1802	14/ 2,3
Stephenson, H F	mariner	1888	9/ 19
Stevens, Edward	shipwt	1603	5/ 2,6
Steventon, John	stores	1676	11/ 11
Stewart, William	RN	1867	1/ 114. 2/ 22, 3/ 103, 17/ 22, 23/ 18
Stigant, Paul	shipwt	1722	4/ 13, 5/ 33,36, 24/ 23
Stigant, William	shipwt	1690	5/ 27
Stirling, Alex	RN	1927	2/ 23
Stocks, Charles	matey	1864	15/ 18
Stokes	agent	1809	24/ 29
Stokes, Richard	mariner	1864	9/ 19
Stone, William	shipwt	1808	1/ 77, 5/ 23,40, 24/ 23
Stonehouse, Richard	smith	1823	1/ 88
Strafford, Earl	admty	1712	23/ 14

Stratford, Thomas	eng	1690	1/ 28
Stredder, E W	rev	1955	16/ 11
Strength, J	police	1869	15/ 13
Strickland, Roger	gent	1690	20/ 15
Strover, Thomas	shipwt	1774	4/ 10
Stuart, C G	mariner	1935	9/ 20
Stuart, John	painter	1802	19/ 10
Stubbings, C	eng	1948	7/ 6
Sturdee	shipwt	1858	15/ 24, 24/ 4
Sturdee, Frederick	RN	1918	2/ 7
Sturges	smith	1815	15/ 5
Sturt, George	joiner	1885	3/ 73
Suckling, Maurice	RN	1775	23/ 17
Suffield	smith	1691	1/ 85
Summers, H	app	1931	4/ 54,62,94
Summers, James	shipwt	1730	1/ 45
Sumpter, William	clerk	1793	22/ 7
Suter, George	shipwt	1919	5/ 28
Suther, C C	mariner	1958	9/ 20
Suther, Peter	surgeon	1850	12/ 7
Sutherby, F	matey	1960	2/ 30
Swallow, Henry	RN	1882	24/ 17
Swan	app	1948	4/ 62
Swan, Humphrey	contract	1671	19/ 2
Swanton, Thomas	admty	1718	23/ 17
Swayne	RN	1940	15/ 25
Sweetman, J L	surgeon	1895	12/ 8
Swindells, J F	stores	1943	11/ 12
Syborne, John	ropery	1649	15/ 14
Sylvester, Zachariah	eng	1858	4/ 20
Symonds, William	admty	1832	1/ 98, 23/ 22
Symons, John	joiner	1724	1/ 93
Symons, Thomas	carpenter	1651	5/ 8
Sympson, William	courier	1713	11/ 5
Syrett, S J	army	1931	22/ 5

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Taff	shipwt	1870	13/ 6, 14/ 7
Talbot, Charles	RN	1864	2/ 6
Tanner	app	1948	4/ 62,99
Tate, A E	mariner	1943	9/ 20
Tatlock, William	mariner	1800	9/ 10
Taylor	matey	1695	15/ 16
Taylor, George	eng	1821	8/ 2,8, 12/ 9, 24/ 10,11
Taylor, J E	app	1919	4/ 99
Taylor, J T	ropery	1860	1/ 67
Taylor, John	shipwt	1659	1/ 14,18, 3/ 9,119, 5/ 2,14,30, 8/ 3, 15/ 20
Taylor, John	RN	1657	17/ 8
Taylor, Nathaniel	eng	1674	4/ 3
Taylor, Thomas	mariner	1647	17/ 5

Taylor, Thomas	army	1695	22/ 2,4
Taynor, Michael	mariner	1889	9/ 23
Teck, Duke of	royal	1875	1/ 116
Temple, Earl	admty	1756	23/ 14
Ternan	cashier	1893	10/ 12,15
Terne, Nathaniel	clerk	1633	5/ 7, 11/ 14,17, 13/ 1. 17/ 4,6
Terry	eng	1886	4/ 43
Tett, W	police	1910	15/ 13
Thom	matey	1891	3/ 94
Thomas, George	clerk	1790	10/ 9
Thomas, J P	admty	1951	23/ 16
Thomas, Jack	stores	1900	3/ 25
Thomas, K	admty	1979	23/ 12
Thomas, William	shipwt	1872	4/ 40
Thompson, J	RN	1958	2/ 23
Thompson, J	eng	1960	7/ 2
Thompson, John	smith	1651	5/ 9
Thompson, John	joiner	1785	1/ 93
Thompson, P F	app	1918	4/ 99
Thompson, Philip	poet	1896	1/ 124
Thompson, Thomas	admty	1810	23/ 17
Thompson, Thomas	army	1688	22/ 1
Thompson, Thomas	mariner	1690	9/ 18
Thompson, William	shipwt	1651	5/ 9,37,39, 15/ 20
Thompson, William	porter	1714	24/ 5
Thomson, John	shipwt	1893	3/ 101
Thornton, J	surgeon	1882	12/ 7
Thornton, Philip	shipwt	1864	5/ 23, 11/ 8, 13/ 6, 14/ 7
Thread, William	ropery	1700	3/ 22
Tibolde, Peter	contract	1580	1/ 4
Tidd, Philip	shipwt	1773	4/ 23
Tillard, A T	mariner	1931	9/ 20
Tilly, Thomas	eng	1868	1/ 106
Tiltman, William	sawyer	1862	12/ 4,5
Timmins, A L	app	1919	4/ 99
Tindall, Thomas	rev	1732	16/ 10
Tinker, C H	RN	1934	1/ 128
Tinkler	teacher	1905	4/ 63,64
Tinkler, G	eng	1878	8/ 8
Tippets, John	RN	1668	2/ 8, 5/ 12,27,31, 23/ 5,20
Tippett, Edward	shipwt	1766	1/ 45, 5/ 27
Todd, James	app	1764	4/ 14
Tomkins	clerk	1950	2/ 30
Tonbridge, W G	app	1884	4/ 46
Toomer	gent	1880	3/ 121
Torrington, Earl of	admty	1689	23/ 14
Tovery, John	shipwt	1765	1/ 45
Tovey, Lord	RN	1943	2/ 7
Towers, John	mariner	1761	9/ 6,18
Townsend, H B	account	1922	10/ 15

Townsend, Isaac	RN	1752	2/ 4,5, 3/ 8, 23/ 6
Traughton, Miles	mariner	1636	17/ 4
Treacher, H H	app	1906	4/ 93
Tredenham, Leyman	gent	1694	24/ 27
Trevelyan, G	admty	1881	1/ 116
Trevor, John	army	1600	22/ 4
Trevor, John	admty	1608	5/ 6, 20/ 3, 23/ 19
Trimble, James	surgeon	1892	12/ 7
Trippett, J	builder	1587	20/ 2
Trott, Thomas	teamer	1698	1/ 107
Trotter, Alexander	admty	1804	23/ 8,9
Troubridge, Thomas	admty	1802	23/ 8
Truman	brewer	1790	3/ 104
Tryon, George	RN	1873	1/ 115, 2/ 6
Tucker, Benjamin	shipwt	1800	23/ 8
Tucker, Douglas	surgeon	1848	24/ 12
Tucker, E	eng	1958	7/ 6, 23/ 23
Tucker, John	mariner	1854	24/ 21
Tucker, Joseph	shipwt	1800	5/ 22,28, 23/ 8,22
Tudor, F	admty	1914	23/ 18
Tunbridge, James	police	1886	15/ 13
Tunbridge, Thomas	carpenter	1674	4/ 3,″ 8/ 3,4, 24/ 2
Turner	gent	1720	1/ 36
Turner, J M W	artist	1838	1/ 61
Turner, John	army	1745	22/ 4
Tuson, Augustine	plug	1787	1/ 9
Tuson, William	plug	1733	1/ 9
Tweedie, Hugh	RN	1933	2/ 7
Tweedsmouth, Lord	admty	1905	23/ 15
Twigg, George	surgeon	1882	12/ 7
Twopenny, Edward	lawyer	1792	17/ 15
Tyler, William	smith	1822	1/ 87
Tyrwhitt	lady	1934	1/ 127
Tyrwhitt, Reginald	RN	1930	2/ 7
Tyson, H C	account	1939	10/ 15

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Underhill	police	1932	15/ 11,13
Underwood, James	shipwt	1848	24/ 12
Urban	gent	1775	3/ 50
Usher, Mordecai	agent	1796	2/ 19
Usher, P J	app	1942	4/ 94

V

Vale, John	mariner	1600	9/ 10
Vallum	smith	1862	4/ 36
Vanbrugh, John	arch	1720	1/ 34, 8/ 1
Vaughan, Hugh	contract	1580	1/ 4
Vaughan, John	army	1591	20/ 3, 22/ 4
Vaughan, John	rev	1635	1/ 32
Vaughan, Thomas	rev	1635	16/ 10

Vaynes, J	author	1881	3/ 121
Venning	smith	1861	4/ 39
Vernon, Edward	gent	1660	24/ 1,2
Vernon, L V	MP	1852 ″	3/ 86
Vey, F H	surgeon	1933	12/ 8
Vickers, Sebastian	carver	1600	19/ 7,8
Vickers, Joan	MP	1974	4/ 89
Victoria	royal	1838	1/ 61, 2/ 6
Vinall, Henry	clerk	1862	3/ 79
Vinall, John	builder	1765	4/ 14, 8/ 6, 13/ 4
Vinall, Thomas	sec	1838	2/ 30, 13/ 4
Vincent, E T	app	1916	4/ 99
Vincent, W T	author		3/ 17,19,45
Vittles, Richard	mariner	1684	3/ 21, 9/ 4,18
Vosper, J	mariner	1899	9/ 23

W

Waddilove, Charles	RN	1887	2/ 6
Wager, Charles	admty	1714	23/ 17
Wager, G	RN	1733	23/ 14
Waghorn, Thomas	RN	1880	1/ 117
Wakefield, John	gent	1740	2/ 17
Wakeford, W	police	1892	15/ 13
Wakeham, W G	police	1943	15/ 13
Wake-Walker, B	RN	1866	2/ 6, 23/ 17,22
Walke, A J	teacher	1877	4/ 46
Walker, George	teamster	1887	1/ 108
Walker, C	farmer	1869	1/ 108
Walker, Isaac	gent	1684	3/ 21
Walker, J F	shipwt	1930	5/ 25, 24/ 24
Walker, Richard	painter	1684	19/ 9
Walker, Timothy	mariner	1809	9/ 11
Wall, Matthew	agent	1699	15/ 17
Wallace, R D	app	1913	4/ 99
Wallace, William	shipwt	1764	5/ 35
Waller	police	1906	15/ 19
Waller, John	ropery	1637	1/ 68,70
Wallis	shipwt	1743	14/ 5
Wallis	builder	1932	4/ 86
Wallis, John	ropery	1642	1/ 65
Wallis, J P	shipwt	1816	14/ 3
Wallinger, Benjamin	gent	1632	17/ 4
Walpole	gent	1747	1/ 58
Walter	shipwt	1713	3/ 27
Walter, William	gent	1741	15/ 16
Walwin, Charles	app	1722	4/ 13
Warburton, George	stores	1651	11/ 4,11
Ward, E C	surgeon	1907	12/ 8
Ward, G H	clerk	1877	13/ 8
Ward, Henry	joiner	1701	1/ 93, 4/ 12
Ward, Henry G	admty	1875	1/ 116, 3/ 94

Ward, John	shipwt	1732	5/ 20,39, 24/ 23
Ward, Martin	shipwt	1774	4/ 10
Ward, Philip	painter	1638	19/ 9, 22/ 5
Ward, Philip	purser	1649	17/ 5
Ward, Ralph	eng	1708	8/ 4
Ward, William	shipwt	1774	4/ 11
Ware, Martin	shipwt	1786	4/ 8, 24/ 23
Warden, William	surgeon	1841	12/ 7
Warham, Ambrose	mariner	1695	9/ 21
Warren, E C	shipwt	1883	5/ 24,29,36, 13/ 7
Warren, ˇHenry	smith	1862	1/ 88
Warren, Richard	RN	1869	2/ 6
Warren, William	contract	1667	19/ 7
Warwick, Earl of	gent	1648	1/ 13. 5/ 8, 23/ 4
Wass, Elias	shipwt	1698	5/ 27,28,32,36
Waterhouse, Benjamin	surgeon	1812	18/ 2
Watkins	contract	1810	19/ 7
Watson	teacher	1880	4/ 48,50
Watson, George	RN	1884	1/ 117, 2/ 22, 15/ 20
Watson, N G	app	1936	4/ 94
Watson, R	app	1873	4/ 44
Watson, Rundle	mariner	1859	24/ 22
Watson, T	cashier	1896	10/ 15
Watts, E C	stores	1915	11/ 12
Watts, Isaac	admty	1850	23/ 22, 24/ 23
Watts, Philip	shipwt	1884	5/ 33, 23/ 22
Watts, Richard	gent	1600	17/ 19, 20/ 1
Watts, W E	app	1913	4/ 93,99
Weatherall, John	stores	1772	11/ 11
Webb	teacher	1580	5/ 5
Webb	app	1862	4/ 104
Webb	RM	1708	10/ 7
Webb, H J	shipwt	1904	5/ 24
Webb, John	army	1718	22/ 4
Webb, John	matey	1813	15/ 17
Webber, Abraham	shipwt	1753	1/ 45
Wedlake, J	army	1922	22/ 5
Weekes, John	surgeon	1780	12/ 7
Weekes, John	shipwt	1827	5/ 33,36
Weeks, John	miller	1838	1/ 71
Weight, John	shipwt	1940	4/ 60
Welch, J J	app	1876	4/ 45,92,97
Weller, Thomas	app	1743	4/ 6
Wellington, Duke of	army	1828	10/ 10
Wells, Richard	RN	1894	2/ 6
Wells, Thomas	RN	1807	2/ 5
Weltden, Anthony	stores	1750	11/ 11, 19/ 5,6
Wesley, John	rev	1767	24/ 5
West, Henry	joiner	1755	1/ 93
West, John	joiner	1726	1/ 93, 24/ 5
West, W E	rev	1870	4/ 43

Westall, George	scavel	1618	1/ 8
Westcott, John	mariner	1785	9/ 18
Weston, F	stores	1918	11/ 12
Weston, Richard	matey	1681	15/ 14
Weyborne, Nathaniel	shipwt	1691	1/ 43
Weyborne, William	shipwt	1619	1/ 42, 4/ 3
Wharton, H W	lawyer		17/ 9
Wheeler, William	mariner	1873	15/ 19
Whiffen, Thomas	matey	1789	14/ 9
White	builder	1775	24/ 4
White, Edward	mariner	1642	17/ 6
White, George	shipwt	1750	4/ 8, 5/ 38,39
White, George	shipwt	1780	5/ 27, 24/ 23
White, George	clerk	1820	10/ 9
White, Henry	clerk	1810	13/ 4
White, James	ropery	1770	1/ 70
White, James	mariner	1642	17/ 8
White, John	surgeon	1803	2/ 21, 12/ 4,7
White, John	RN	1844	2/ 6
White, Peter	mariner	1637	9/ 3,4,18
White, William	shipwt	1884	1/ 117,119, 4/ 54,71, 23/ 22
Whitehead	rev	1837	1/ 68, 16/ 7,10
Whitehead	eng	1870	18/ 15
Whitehouse, F C	app	1925	4/ 94
Whiteing	contract	1710	19/ 5
Whitley, A W	surgeon	1893	12/ 7
Whitley, J H	MP	1916	3/ 126,127
Whitmarsh, John	surgeon	1824	12/ 7
Whitmore	clerk	1916	3/ 90
Whitthorn, J	clerk	1877	13/ 8
Whittle, J	clerk	1838	13/ 4
Whitton, Thomas	stores	1651	5/ 8,10, 11/ 3,4,11
Whitwell, Matthew	mariner	1765	20/ 16
Whitworth, Joseph	gent	1869	4/ 70
Wickham, H J	app	1893	4/ 53
Wickham, W R	app	1919	4/ 99
Wideby, Joseph	mariner	1808	24/ 9
Wiggins, George	shipwt	1630	1/ 44,45
Wigmore, John	rev	1738	16/ 10
Wild, John	teamster	1677	1/ 32
Wildish, J C	shipwt	1895	2/ 26, 4/ 36,92,96, 5/ 24,26
Wildman, J C	teacher	1936	4/ 68,10˘0
Wilkie, Alex	shipwt	1890	3/ 116
Wilkie, John	shipwt	1806	3/ 116
Wilkinson, Bill	eng	1900	3/ 25
Wilks, Edward	army	1758	22/ 4
William III	royal	1690	1/ 46, 2/ 12, 3/ 22
Williams, G	builder	1811	16/ 5
Williams, George	carver	1800	19/ 10
Williams, John	mariner	1695	9/ 21
Williams, John	admty	1756	3/ 48, 5/ 20,38,39, 23/ 21

Williams, John	shipwt	1762	24/ 23
Williams, John	clerk	1783	10/ 8,9
Williams, John	shipwt	1858	1/ 77
Williams, Thomas	RN	1812	2/ 5
Williamson	sec	1667	20/ 10
Williamson	mariner	1717	9/ 13
Williamson, James	admty	1892	23/ 23
Williamson, Joseph	gent	1701	4/ 23,24, 10/ 6
Willis, W	gent	1864	15/ 18
Willmott	dealer	1861	15/ 18
Willmott, William	mariner	1811	9/ 22
Wills, C S	mariner	1919	9/ 20
Wilson	admty	1897	23/ 18
Wilson, George	mariner	1620	9/ 1,18
Wilson, George	eng	1940	8/ 9
Wilson, James	surgeon	1850	24/ 13
Wilson, Ralph	rev	1909	16/ 11
Wilson, Tom	stores	1667	11/ 4,11
Winchelsea, Earl of	admty	1742	23/ 14
Wingent	app	1862	4/ 104
Winterford, John	clerk	1686	24/ 4
Wintz, L	RN	1903	18/ 5
Wise, Charles	mariner	1860	24/ 22
Wise, John	police	1841	15/ 8,13
Wise, Lawrence	rev	1654	16/ 2,3,10
Wit, de	gent	1667	20/ 6
Wold, Francis	builder	1621	1/ 9
Wonham, A R	mariner	1897	9/ 19
Wood	admty	1837	3/ 83
Wood	clerk	1870	13/ 6
Wood, Alfred	eng	1888	6/ 6
Wood, F D	stores	1940	11/ 12
Wood, Richard	ropery	1745	1/ 69
Wood, Thomas	matey	1618	1/ 8
Wood, Thomas	teamster	1666	1/ 32
Woodhouse, William	gent	1546	22/ 1
Woodley, James	mariner	1883	9/ 23
Woodroff, John	rev	1854	18/ 6
Woods, William	clerk	1838	13/ 4
Woodward, G E	army	1919	22/ 5
Woodward, J A	app	1912	4/ 99
Woolcombe, John	surgeon	1748	4/ 13
Woolet, Robert	shipwt	1680	5/ 43
Wooley, Joseph	rev	1848	4/ 31,16/ 6
Woolley	admty	1857	4/ 29,42,67,76
Woolmer, C E	cashier	1920	10/ 15
Woolmer, C	sec	1928	2/ 31
Wordingham, C	eng	1903	7/ 2
Wren	sec	1667	11/ 4
Wright	RN	1703	1/ 27
Wright	author	1838	1/ 71

Wright	teacher	1951	4/ 62
Wright, James	eng	1887	6/ 1
Wright, W T	clerk	1838	10/ 10, 13/ 4
Wrigley, A	sec	1957	2/ 31
Wriothesley, John	clerk	1618	11/ 17
Writtle, Thomas	gent	1660	20/ 3,4, 22/ 4
Wyatt, James	eng	1796	8/ 1
Wye, Richard	surgeon	1660	12/ 1,7, 17/ 6
Wyld	teamster	1678	15/ 4
Wyles, Thomas	mariner	1714	24/ 5
Wyllie, W L	artist	1905	18/ 8, 20/ 14
Wynall, Thomas	gent	1570	1/ 2′
Wynter, William	admty	1549	23/ 19
Wyvill, Christopher	RN	1854	2/ 22, 24/ 21

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Yardley, Edward	gent	1650	8/ 3,21/ 6
Yardley, Robert	gent	1617	1/ 3,16/ 3, 19/ 9, 21/ 6
Yardley, Sarah	lady	1677	1/ 65
Yardley, William	gent	1684	3/ 21,21/ 2,6
Yarrow, Alfred	eng	1899	1/ 121
Yates, James	shipwt	1905	2/ 26,5/ 24,25,26,28,34
Yates, William	lawyer	1762	4/ 13
Yea, R M	police	1940	15/ 13
York, Duke of	royal	1685	1/ 21,2/ 10,3/ 24,23/ 4
Yorke, C	admty	1810	23/ 15
Young	teacher	1936	4/ 68
Young, Henry	mariner	1647	17/ 5
Young, James	mariner	1727	9/ 6,18
Young, James	cooper	1765	24/ 28
Younge, Arthur	mariner	1636	